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The Monthly Journal of the
OVERSEAS CLUB & PATRIOTIC LEAGUE

Vol IV. No 40. MAY 1919.

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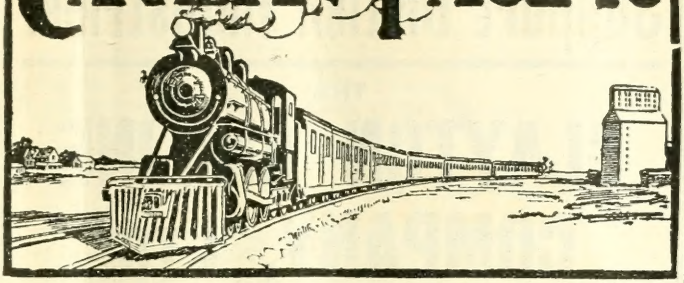

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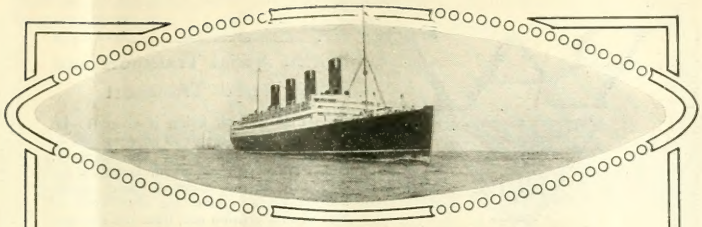

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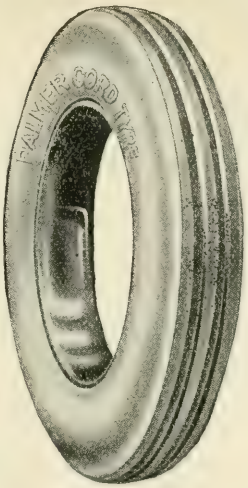

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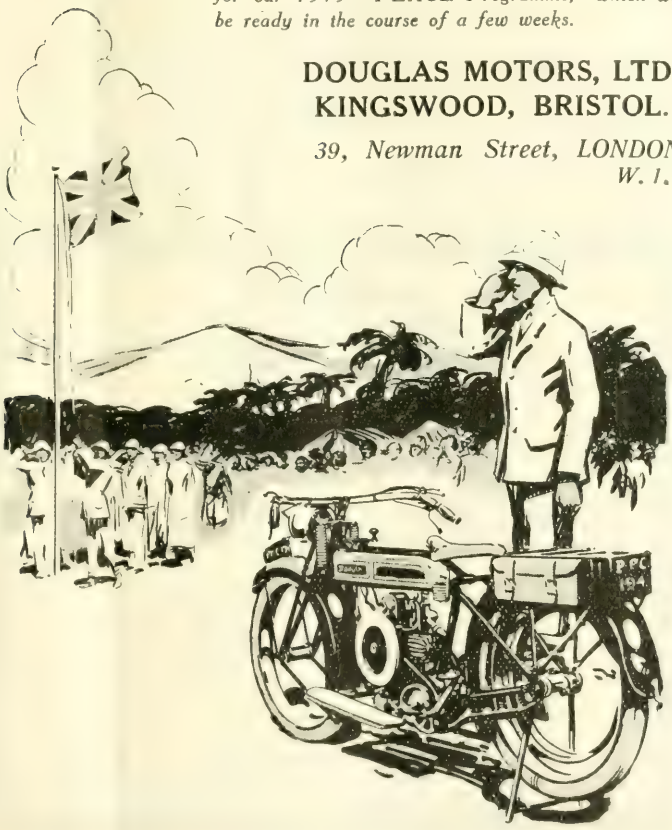

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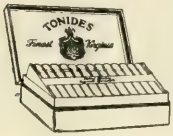

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Deposits - - -	**£334,898,435**
Cash in hand and Balance at Bank of England -	**63,756,371**
Money at Call and at Short Notice - - -	**65,809,169**
Investments and Bills of Exchange - - -	**100,849,947**
Advances - - -	**99,213,614**
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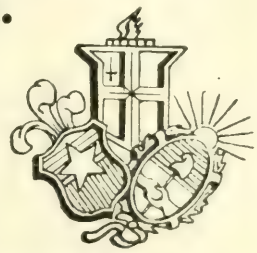

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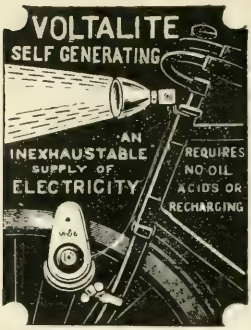

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A. Heaton Cooper [*Messrs. A. and C. Black, Ltd.*

ULLSWATER ON A MAY EVENING.

Ullswater is one of the most beautiful of the English Lakes. In this picture the artist has caught the afterglow of the dying sun deepening the purple shadows in the lake, which are enhanced by the curve of the silver shingle where the fishing-boats come to land. The brake which fringes the foot of the encircling hills is starred with rhododendron bushes in bloom.

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Vol. IV. No. 40. May, 1919.

EMPIRE AVIATION NUMBER

[The opinions expressed in these pages are not necessarily those of the Central Council of the Over-Seas Club and Patriotic League.]

My Monthly Letter

By E. W.

My Monthly Letter.

THE RED CROSS CONFERENCE.—I am writing my monthly letter to you a few days earlier than usual, as I am leaving for a two or three weeks' visit to the South of France, to attend the Conference of the leading Allied Red Cross Societies, at the request of Sir Arthur Stanley, Chairman of the British Red Cross. At this Conference the whole future of the Red Cross activities is to be discussed, and Sir Arthur has asked me to assist in the task of making its work widely known. The leaders of the Red Cross are very anxious that the society shall become in peace time a great movement for promoting the health of the people of the world, for fighting tuberculosis, venereal disease, etc., and for carrying on an active infant welfare campaign. In other words, the Red Cross of the future will become a great international institution, and will supply the human side to the League of Nations. I shall probably write some impressions to you from Cannes, as I realise how much interested you are in the future of the British Red Cross, which you have helped so magnificently during the War.

THE MINERS' VICTORY.—The outcome of the Coal Commission, to which I referred at length last month, was a victory for the miners, with whose case the country as a whole had sympathised. The findings of the Commission were briefly (1) two shillings a day more pay ; (2) a seven-hours day in July next and a six-hours day in July, 1921. Mr. Justice Sankey has promised, and Mr. Bonar Law has pledged the Government to, a report on nationalisation by May 20th. The offer to the miners also carries a limitation of owners' profits to 1s. 2d. a ton in the meantime. As to the future organisation of the coal-mining industry, the Commission reported :

My Monthly Letter.

"Even upon the evidence already given the present system of ownership and working in the coal industry stands condemned, and some other system must be substituted for it, either nationalisation or a method of unification by national purchase and, or by, joint control."

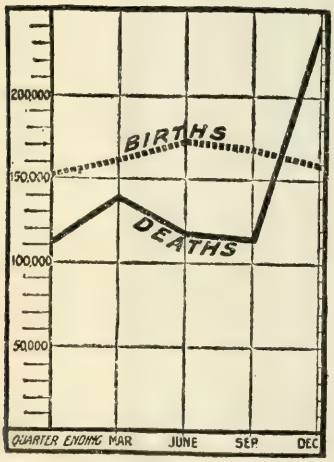
One of the most important findings of the Commission is the following paragraph. We have indeed travelled a long way since the days of unchecked capitalistic control :—

"We are prepared, however, to report now that it is in the interests of the country that the colliery worker shall in the future have an effective voice in the direction of the mine. For a generation the colliery worker has been educated socially and technically. The result is a great national asset. Why not use it ? "

The railwaymen have also accepted the Government's terms, so that for the present, at least, the industrial outlook is much more promising.

DECLINE IN POPULATION.—The publication of the Registrar-General's report for the quarter ending December, 1918, came as a bombshell to many people who had not been following closely our vital statistics, for it discloses the fact that during the three months in question, in England and Wales, there have been :—

Births	161,775
Deaths	241,218
Excess of deaths ..	73,443



[*Daily Mail.*

MORE DEATHS THAN BIRTHS.

The above chart shows how the deaths during the last quarter of 1918 exceeded the births for the first time since the establishment of civil registration.

The heavy death rate is, of course, due to influenza, but even without it the population would be very nearly stationary, owing to the abnormally low birth rates of 17.7 per thousand, the lowest on record. During the whole year the population actually increased 50,782. Increased knowledge and education in all countries tend toward the restriction of families ; therefore our chief hope would seem to lie in saving the lives of the babies who die needlessly. At present ten out of every hundred of our babies die before the age of one year, while a large number of the balance, owing to national blindness, have in the past joined the ranks of the unfit. But, thank God, the nation is now alive to the seriousness of the situation, and all those things which "Overseas" has stood for are being realised. The Babies of the Empire Society, which was formed under the ægis of the Over-Seas Club a few years

My Monthly Letter.

ago, is doing vital work, and is one of the many agencies which are focussing attention on the urgency of the problems. In a recent issue of "Overseas" I advocated a card index for every individual in the nation. Dr. Eric Pritchard, the leading children's doctor, is, I am glad to see, demanding "a life card for every child." If the new Ministry of Health institutes a national health card for every child it will certainly have deserved well of the nation.

A TRIBUTE TO J. L. GARVIN.—The editor of the *Observer*, the leading Sunday newspaper in London, is one of the outstanding personalities of British journalism to-day, and it was natural, therefore, that his great work, "The Economic Foundations of Peace; or World-Partnership as the Truer Basis of the League of Nations" (Macmillan, 12s.), should have been sold out as soon as it was published. But I think Mr. Garvin's great following is due to something more than mere journalistic ability and profound learning, for he is unquestionably one of the best informed living writers on current European politics. Those of us who have known "J. L. G." for many years and who admire him from our hearts do so because we believe that he is a man with a vision, to whose nature self-seeking is utterly foreign, and who consistently takes a wide outlook on world problems free from narrow prejudice. At any time to have written such a book as Mr. Garvin has would have been a great achievement, but to have accomplished the task at a moment of great personal loss is a tribute to the mettle of the man. It was only the other day that all his friends were sympathising with Mr. Garvin on the occasion of his son's death in France, fighting the Germans, while, in the autumn, Mrs. Garvin died of complications after influenza; but it is not of his bravery at the time of personal affliction that I wish to write, but of his moral courage in addressing much-needed words of warning to the jingoists and "exterminate-the-Hun" brigade in all countries.

Mr. Garvin's warning comes none too soon, unless we desire to do a great wrong, and sow the seeds in Europe for another world-war in the future. The national jingoists in Paris—and I am glad to say the British representatives

Mr. J. L. Garvin, Editor of the *Observer*.

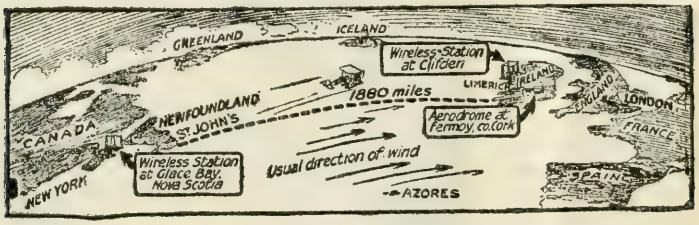
My Monthly Letter.

of the Peace Conference have, on the whole, adopted a sane outlook in the problems confronting us—till the surrender of Hungary to Bolshevism, were trying to head straight for disaster. Enforcing safeguards on Germany and preventing a repetition of 1914 is quite another matter from attempting schemes of racial dismemberment and enslavement. To make a lasting peace on merely anti-German principles is, as Mr. Garvin points out, impossible. To attempt to take many square miles of territory which is unquestionably German, and hand it over to Poland, or any other State, is madness.

Europe would be creating a German's *irredenta*—making fresh "Alsace-Lorraines" as the basis for future wars.

A WARNING TO JINGOISTS.—If the jingoists had their way Germany would be driven more and more into the arms of Russia, and, as Mr. Garvin remarks, in thirty years hence we would have a recovered Russia and a recovered Germany of 300,000,000 souls closely allied and an ever-present danger to the world. If the menace of Bolshevism is to be stayed in its westward march, it will not be by driving the German people into the arms of Lenin and his satellites. Mr. Garvin sums up the situation thus: "The point of departure for all right thinking about the international resettlement is that the enemy to European stability and to general recovery from war is no longer the Boche, but it is the Bolshevist. Without German adhesion to the League of Nations, and a just peace bearable from the outset, offering a still better prospect after a limited term of years, and giving reasonable grounds for work and hope, there can be no sure barrier against Bolshevism in Europe and elsewhere, just as there can be no security against general disintegration on the Continent and the total collapse of a bad settlement within a very few years. That is the central simplicity of the situation."

TRANSPORTATION PROBLEMS.—One of the most important problems of reconstruction at present facing these islands is that of transportation, and it is one of the first to be tackled by the Government in its Ministry of Ways and Communications Bill,



The Trans-Atlantic Air Route which the Aeroplanes about to fly the Atlantic will follow.

which Sir Eric Geddes is piloting through the House of Commons. By the Bill it is hoped that the new Ministry, during the next two years, will gradually exercise a centralised control over our railways, and, at the end of that period, Parliament will be asked to consider some permanent form of State control. The whole subject is a very vital one, for upon a drastic improvement and development in our facilities of transportation depend such matters as all schemes for better health, and better housing, and the expansion of our internal and export trades. The purview of the new Ministry of Ways and Communications will indeed be a wide one, and will include not only the railways, and light railways, but inland canals, and possibly harbours.

How urgent is the need for a complete overhauling of our transportation problems will be realised when we recollect that, according to Sir Eric Geddes, the British railways show a weekly deficit of £2,000,000 at the present time. Some of the reforms which the new Minister hopes to introduce are £20,000,000 a year economies through unified control, the elimination of wasteful haulage, the standardisation of parts, larger wagons, improved terminal facilities, the introduction of more electric locomotives, and the electrification of main lines, and the development of motor tractions for agricultural areas. Sir Eric will certainly have his hands full for the next two years, and his great experience of American railroad methods should stand him in great stead.

WOMEN BARRISTERS. — Now that woman is taking her part in public life in all directions, the time cannot be very far distant when she will be admitted as a member of the hitherto exclusive legal profession. The Law Courts will have to prepare themselves for the advent of Portia. The Law Society held a meeting the other day to consider the Barristers and Solicitors (Qualification of Women) Bill, introduced by Lord Buckmaster, and approved of the admission of women by fifty votes to thirty-three. Our ideas are certainly moving. It was only last year that Miss Normanton's application to be admitted to the Middle Temple was rejected. The reason for the exclusion of women was then declared to be "the

Sir Eric Geddes.

My Monthly Letter.

uninterrupted usage of many centuries," the basis "upon which numberless rights rest, indeed the whole body of the common law has no other foundation." I fear that our legal luminaries will have to prepare for many changes, and the "uninterrupted usages of many centuries" cannot be regarded as a sufficient reason for denying woman her proper place in the profession of law.

"BE BRITISH."—One of the party of American editors who visited the British front during the last months of the war, and is now back in the United States, tells the following story, which I am sure will appeal to the readers of "Overseas" :—

"I heard a mother at Waterloo Station bid good-bye to her son—the fifth, as I gathered from a chance remark, to join the colours. She was a splendid imposing woman of perhaps the first blood in England. The boy was a bright-faced, straight and clean-limbed youth, who wore his uniform as though it were coronation robes. There were no tears. I caught the mother's parting injunction :

"'Good-bye, my son, and remember always—be British !'

"Ah ! If you could have heard the proud way those words were uttered and caught the glance that passed from mother to son. If I had spoken I would have said :

"'Madam, if he does just that, he will have done all you could possibly ask !'"

It is a very happy tribute.

[*Poy, of the London Evening News.*

"It is a far, far better thing I do than I have ever done."

[On April 30th the Press Bureau ceases to exist.]

OUR CHAIN OF EMPIRE BONFIRES.—The growing influence of the Over-Seas Club and Patriotic League in national affairs received an eloquent testimony when the Parliamentary Committee at the House of Commons in charge of the Peace Celebrations invited us to undertake the task of arranging for a chain of bonfires all round the world. We have enlisted the co-operation of the High Commissioners and Agents-General, and we hope that there will not be a hill throughout the length and breadth of His Majesty's Dominions Overseas without its flaming tribute to the triumph of all those ideals of justice for which we have fought. In due course the

exact moment when the bonfires will be lit in the British Isles will be cabled round the world, so that the correct time may be calculated in each section of the Empire and the ceremony be simultaneous. My Monthly Letter.

THE ABBEY BELLS.—When peace is finally proclaimed the bells of Westminster Abbey will be heard in the national rejoicings. The existing bells are being re-hung, and two more are being added to complete the peal. All the Abbey bells, with one exception, were cast at the old Whitechapel Bell Foundry by Messrs. Mears and Stainbank. They are not often heard, and the last time they were rung was on the occasion of King George's Coronation. The Whitechapel Bell Foundry was started in 1570, and among its off-springs are Bow Bells, cast in 1738, "Great Tom," of Lincoln Cathedral, and our own "Big Ben."

Carlton Hotel,
Cannes,
South of France.

A YEAR'S CONTRAST.—The journey across the channel from Folkestone, the first which I have made since the Armistice, was a delightful contrast to previous trips to France during the war. One noticed the absence of patrolling destroyers and mine-sweepers, although I understand floating mines are still being found in the channel. The passport formalities are much less formidable and very different from the lengthy process of scrutiny and inspection which took place in 1916—17. Boulogne is just as much a British town as ever, except that one no longer sees the constant stream of wounded coming down from the front or the Red Cross trains in sidings and at the station. One of the little things which was a symbol of the times was the train in which I travelled to Paris, almost entirely composed of German rolling stock. In all parts of France German carriages and goods wagons are to be seen, so evidently Marshal Foch has compelled Germany to keep to the Armistice terms in the matter of the railway equipment to be surrendered at Abbeville, Amiens, and at many other places, the names of which are familiar to my readers.

Many German prisoners were to be seen engaged in constructional work, and helping to repair the ravages of the war. The Paris express now runs through Amiens, and from the carriage window one can see the long line of trenches and dug-outs which show up plainly on the chalky hills near Montdidier. On both sides of the track the ruined and shattered houses and the shell-holes bear witness to the German onslaught which was being stemmed in those fateful days this time last year. I looked out of the railway carriage and reflected on the extraordinary events of the past year. A French ploughman without one arm was skilfully driving his horses and managing his plough, hard at work preparing the soil for the summer

My Monthly Letter.

crop. Almost before one's eyes traces could be seen of some of the smaller shell-holes obliterated.

FROM WINTER TO SPRING.—Three days before I left London we experienced the heaviest snowfall of the winter, and I woke up to find five or six inches of snow in Victoria Street. Five days later I looked out of my wagon-lit window to a world bathed in sunshine. Spring was in possession of this fair land with its olive trees and cypresses and Italian-like towns clustering on the hillsides we passed. The fruit blossoms were a vision of loveliness, pear and peach in profusion.

Once one arrives in Paris, Tommy Atkins no longer holds sway, and the Doughboy takes his place. It is no exaggeration to say that the American army is in complete possession of central and southern France, and, although the Doughboy is longing to get "back home," he is putting up with his present situation with complete good humour. Wherever you go in Paris are American officers and Doughboys. But not only in Paris is the Yank to the fore—at every wayside station you see him reading *Stars and Stripes*, or the American edition of the *Paris Daily Mail*. The Riviera has become an American playground, and Cannes, Nice and Monte Carlo are towns of khaki—and the khaki is that of the Doughboy, for the *côte d'azur* has been made a leave centre by the American army authorities. At Monte Carlo it was quite a surprise to find eight Australian soldiers and a sprinkling of Canadians enjoying the sunshine.

I could not help wishing that it had been possible to arrange for more of the American army to have had leave in the Old Country during the War, so that the American soldier might have had a better chance of getting to know his British cousin.

A HEALTH CRUSADE.—Humanity owes a great debt of gratitude to Mr. Henry P. Davison, the Chairman of Allied Red Cross Societies, for summoning to Cannes the greatest scientists and doctors living to assist him to work out the plans for a great world health crusade. Mr. Davison's happy inspiration is to form the Red Cross societies of the world into a great peace-time organisation to work up the welfare of mankind. A central In-

Drawing a Ditch in Search of Mosquito Eggs.

ternational Red Cross Society is to be formed, consisting at the outset of representatives of the "Big Five," with headquarters probably at Geneva, in Switzerland, and it will act as the connecting link between the various national Red Cross societies. The conference at Cannes was called to consider the creation of the new organisation and to recommend the most pressing work to be undertaken.

The discussions were extremely interesting, and they covered a variety of subjects, including Preventive Medicine, Child Welfare, Tuberculosis, Venereal Disease and Malaria, and it was my task to see that the British Press was supplied with correct information concerning the deliberations. The delegates were unanimous in the opinion that a crusade for improving the health of the people of the world was a most pressing matter, and they all emphasised the need for a great educational campaign to impart health facts to the ordinary man and woman. What humanity needs is a health conscience, as one of the speakers put it.

The British delegation was a strong one, and included Sir Arthur Newsholme, Sir Ronald Ross, Sir Robert Philip, Professor Kenwood, Dr. Menzies, of the L.C.C., Dr. Truby King, and several others. A TRIBUTE TO "T. K."—As the readers of "Overseas" are aware, we have a special interest in Dr. King, for it was largely due to the request of the Over-Seas Club that the New Zealand Government decided to lend him to the Babies of the Empire Society which was formed under our auspices over a year ago. "T. K.," as he is called by his friends, was certainly one of the outstanding personalities of the Conference, and his opinions on child welfare work are rightly listened to with respect in all countries.

I like to think of the first time I met Dr. King, over six years ago, at his hospital outside Dunedin in New Zealand, among his patients and his calves and pigs. No one could visit Dr. King at his farm and hear him talk about applying common sense methods to human beings as well as animals without being inspired by his enthusiasm. THE "BIG FOUR."—We have all been so busy with the health conference that we have had little time to spare to the deliberations of the "Big Four" at the Peace Conference in Paris. We have just scanned our daily papers and then proceeded to the Cercle Nautique here, where our daily conference has been hard at work all day.

The "Big Four" and the various allied delegates have certainly been coming in for more than their fair share of criticism—undoubtedly there have been delays and dilly-dallying. But making a just peace which will stand the test of time, and which will do no injustice to any nation, whether friend or enemy, is not such an easy matter, and a few weeks' delay now may well be a cheap expenditure of time in the long run.

E. W.

April 15.

THE OVER-SEAS CLUB AND PATRIOTIC LEAGUE.

(Patron : His Majesty The King.)

THE Over - Seas Club and Patriotic League is a non-party society of British subjects residing in all parts of the world. Its underlying motive is to promote the unity of British subjects. Its four chief objects are :

1. To draw together in the bond of comradeship British people the world over.
2. To render individual service to our Empire.
3. To maintain our Empire's supremacy upon the seas and in the air.
4. To help one another.

MEMBERS' CREED

BELIEVING the British Empire to stand for justice, freedom, order and good government, we pledge ourselves, as citizens of the British Commonwealth of nations, to maintain the heritage handed down to us by our fathers.

We sailed wherever ship could sail,
We founded many a mighty State,
Pray God our greatness may not fail
Through craven fears of being great.

—TENNYSON.

Date of Inception	August 27th, 1910
Membership (including Associates)	163,690
Subscribing Membership	20,265
Life Members	2,562

FUNDS RAISED.

Overseas Tobacco Fund	£341,457
Overseas Aircraft Fund	£278,669
Overseas Red Cross Fund	£120,356
Overseas Belgian Soldiers' Fund	£65,800
Overseas Soldiers' and Sailors' Fund	£61,223
Overseas Royal Air Force Hospital Fund ...	£28,979
Overseas Hamper Fund	£20,781
Overseas War Memorial	£11,155
Babies of the Empire	£2,202
Grand Total	£930,622
Amount collected last month	£8,607

MEMBERSHIP FEE (Residents Overseas).

First Year's Subscription, including Membership List and "Overseas"	£0 10 0
Annual Subscription (subsequent years)	0 7 6
Life Membership, including Entrance Fee, Magazine and Membership List	7 7 0

Fees for residents in the United Kingdom are :—15s. for the first year and 10s. for subsequent years for Members in the Provinces ; £2 2s. for the first year and £1 1s. for subsequent years for Members in London. (Life Membership fee, £10 10s.)

Members' subscriptions become due on January 1st each year. Subscriptions received after October 1st are carried forward to the following year.

Contributions or subscriptions should be addressed to The Hon. Organiser, Over-Seas Club and Patriotic League, General Buildings, Aldwych, London, W.C. 2.

Girdling the Globe by Air

By G. Holt Thomas

[No one is better qualified to write on aerial problems than Mr. Holt Thomas, who has played such an all-important part in the development of aviation in Great Britain. Mr. Holt Thomas is Founder and Managing Director of the Aircraft Manufacturing Company, which, with its associate companies, is the largest aircraft enterprise in the world.—Editor.]

Girdling the Globe by Air.

THERE are a good many readers of "Overseas," I imagine, who will remember a very striking statement which was made, during one of the critical stages of the Great War, by General Smuts. What he said was this: "Our Empire, peculiarly situated, scattered over the whole world, is dependent for its very existence on communications, which must be maintained or that Empire will go to pieces."

Well, I do not think that, even if I made a very careful and systematic search, I could find a better text than this for an article on the development of commercial aeronautics. The British Empire stands to benefit more by the coming of civil aerial transport than any other nation or group of nations in the world. There is no Power, in fact, which can reap such advantages as we can from the enormous quickening of communication that an organised world-service by air will very speedily bring about. Therefore it is vital to us that we should encourage and stimulate all forms of commercial flying, which will have an almost incalculable influence for good upon the whole of our trade and business relations.

And not only will a world-wide development of aeronautics have a profoundly important effect on trade,

Mr. G. Holt Thomas.

Girdling the Globe by Air.

but it should also prove one of the greatest civilising and humanising influences the world has ever known. Prejudices and misunderstandings between nations have occurred more often than not owing to slow and infrequent means of communication ; but now, with the era of high-speed travel by air, all these barriers should be broken down one by one ; and, when we reach the stage at which all our great aerial routes have been internationalised, it may even be found possible to realise the dream of those who hope to see the nations adopt, and use throughout the world, some form of universal language.

II.

To confine myself, however, to perfectly practical issues, it may be said that preparations are now being made to link up the entire globe by means of a high-speed system of aerial mails. Relays of aeroplanes, all flying to scheduled times along organised routes, will soon, in fact, be able to carry a letter for you right round the world and do so at an average speed as high as 100 miles an hour. It is this idea—the idea of being able to send letters and light goods all over the world at a speed of 100 miles an hour—which opens up a vista so completely revolutionary from the business point of view.

It must be remembered that to the commercial world speed has always been important ; and to-day it has become even more so. The speed of any given operation, having regard to the keenness of competition nowadays, has become indeed vital to its success. The introduction of the telegraph and the telephone into business life both speeded up operations very materially. And now, to-day, with the introduction of high-speed transit by air, the business world will be provided with a facility which will make it possible to transact, in the space of a few hours, business which has previously taken days, and which will so reduce the time occupied upon any given journey that we shall have to readjust all our notions as to long-distance travel.

With a service between Sydney and London in four days ; with Bagdad within a day and a half's journey ; with Cape Town and all our great possessions in Africa brought within only a few days' distance, the possibilities of the aerial mail, when they are grasped and made use of by the business world, will indeed be found so vast as to be practically illimitable.

III.

A point which should be made is that it is possible with an air-mail service to do things which are impossible, say, with the telegraph or telephone. One cannot, for example, telephone a document, an urgent sample, or a much-required photograph ; while in a telegram it is certainly not possible, except at an almost

prohibitive expense, to convey to a correspondent more than a vague, and often misunderstood, skeleton of one's actual meaning. But with the aerial mail the possibilities are unlimited. One can, in fact, send by air practically everything that it is possible to send by train, motor-car, or messenger ; and, of course, always at a very much greater speed.

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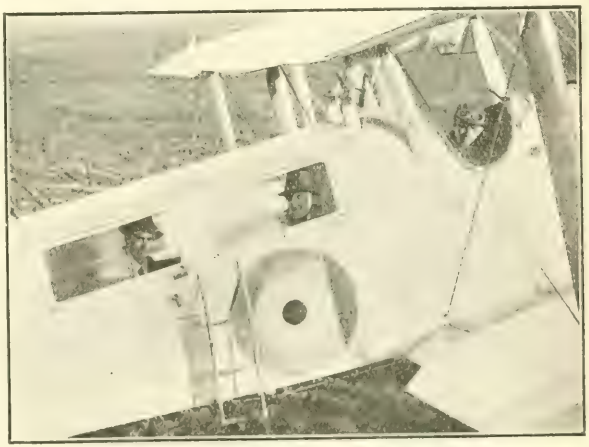
It should, as a matter of fact, be possible in certain cases for an express air-mail to prove even quicker than the telegraph or cable services. I believe, for example, that a letter sent from London to Paris by air-mail, and containing, if necessary, as many as 5,000 words of matter, instead of about the fifty words which might go to a telegram, would be received at its destination sooner than the telegram. Furthermore, it is my belief that when Trans-Atlantic flying can be well organised, a letter will be carried by air from London to New York just as quickly as would any communication which was sent by the system of deferred-rate cables.

Speed, in a word, is the very keynote of aerial transport. No other vehicle in the world can compete with the aeroplane in this respect ; and here, therefore, lies the supreme value of a world-wide system of high-speed aerial services. Every minute has a growing value ; the saying that " Time is Money " becomes truer every day.

IV.

The ability to make world-wide flights, and to do so regularly on a commercial scale, has now become purely a question of minute and very carefully considered organisation. We have aircraft, already, which are quite suitable for our immediate purpose ; and what we are now creating is the detailed organisation of our main aerial ways—with the alighting grounds, day and night signalling, wireless stations and meteorological departments which we recognise will be vital to success if we are to maintain a service in adverse weather as well as in fine, and to carry mails and parcels with that



The famous "Airco" Biplane, after playing a prominent part in the War, is now converted into a luxurious Passenger Machine, with a speed of 130 miles an hour.

Girdling the Globe by Air.

punctuality and dependability which will be demanded quite rightly by the business world.

The basis of our organisation will be to connect together our main and terminal aerodromes by means of a chain of emergency alighting grounds. Each of these grounds, which will be merely smooth-surfaced fields of sufficient size, will be placed at intervals of ten miles along a route ; and if pilots fly at an average of height of somewhere about 3,500 feet, then the adoption of this system will ensure that, should they have to make a compulsory descent at any moment, say through engine failure, they will always be able to reach one of these alighting points during the course of a glide earthwards, and will be able to make a perfectly safe landing, even should a motor have stopped suddenly just when a machine was exactly midway between any two of the grounds.

The point to be borne in mind is that when we are operating an air-mail service to a fixed daily time-table we cannot afford to leave anything at all to chance. Although aero-engines are now improving in reliability, we know that occasionally they may break down. Therefore we have to ensure that an air-mail machine, under such circumstances, makes a safe descent at a point where it can be reached quickly, and where another machine may be sent at once, from the nearest relief station, to pick up the mail and carry it on to its destination. By the adoption of a chain of emergency landing grounds, and by the proper organisation of a system of relief machines, the delay in the transit of a bag of mails, even if a machine was brought down while *en route* by engine failure, should be so reduced, as a rule, as to be a matter of minutes only. The pilot, descending on the nearest ground, each of which would be numbered, would call up by telephone or wireless the nearest relief point, merely stating, "I am down on landing ground so-and-so." Whereupon a relief machine, ready to start away on the instant, would fly to the spot indicated, pick up the mail, and immediately complete the journey.

V.

The nucleus of our organisation is first of all to map out the chief air lines of the world, then to establish main aerodromes at suitable points, and then to connect these main centres by means of a ten-mile chain of emergency grounds. To provide such grounds will be a matter of expense, naturally ; but the cost will be infinitesimal when it is compared with that of laying down a railway. If one takes as an example the route from London to Constantinople, on which 160 emergency grounds would be required, and if one assumes the rent per year of each of these grounds at an average of £150, this gives a total of £24,000 per annum for the emergency-ground system of this whole route, which is one of 1,600 miles. And when

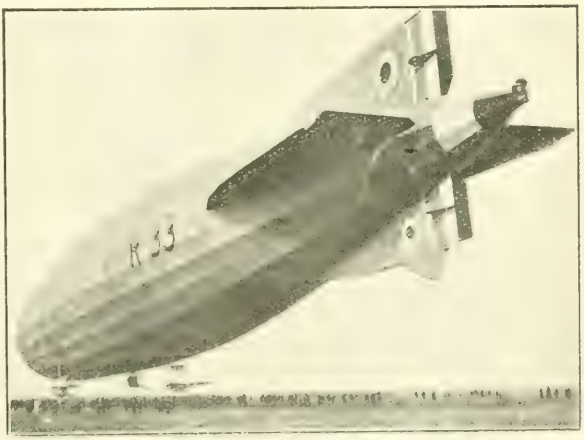
such a figure as this is spread over all the countries through which this main traffic route will pass, and when one bears in mind the immense importance of such an aerial way, with the many possibilities it will open up for connections radiating all over the world, then I think it may be claimed quite reasonably that these alighting grounds, absolutely essential as they are to commercial working by day and night, can be provided for an outlay which is really insignificant. The provision of a system of alighting grounds, on a route such as that between London and Paris, would, it may be further mentioned, even when one assumes only a quite moderate volume of air-traffic daily, add only about 2d. per mile to the running cost of each machine.

Girdling the Globe by Air.

VI.

Opportunities for the use of commercial aircraft throughout our Dominions overseas suggest themselves in such numbers that it becomes rather difficult to choose an individual case. Take, however, a map of Australia and study the railway system as at present in existence. If one does this, with the possibilities of aerial transport always in mind, one can see how a series of air services, established in conjunction with these railways, and serving districts a hundred miles or so on either side of the line, would lead to the establishment of a great many small new communities or townships, which would rely for their communications at first almost entirely on their aerial service.

The Cape to Cairo Railway affords an instance, which occurs again and again in other countries, where an aerial service might be employed most satisfactorily as an adjunct to land travel. What would probably happen, by the present method, would be that after one's arrival at some wayside station, and with, say, a fifty-miles' journey to be made to some point lying off the railway line, one would embark in a bullock waggon, or some similarly



The First Flight of the second largest Airship in the World, R 33, 670 ft. in length. With a diameter of 79 ft. and a cubic capacity of two million cubic feet, R 33 can fly for eight days continuously. Her average speed is 70 miles an hour.

Girdling the Globe by Air.

primitive vehicle, with the prospect of jolting over shaky roads or tracks for several days before reaching one's actual destination. But now picture the convenience of an air service in such cases. Alighting from the train at the nearest point, one would step into an aeroplane and arrive at one's destination in perhaps a little more than half an hour !

The great rivers of the world offer a quite ideal opportunity for the establishment of long-distance aerial routes, large flying-boats following the course of such rivers from their mouth far inland, using the surface of the water for alighting, and collecting and setting down their loads at a number of points *en route*. There are very large districts in certain parts of the world, such as in Africa, which are governed by officials who have to make very long journeys in their tours of inspection, and who usually employ the river as their mode of transit, making regular trips in motor launches, and then leaving the river at certain points and striking off inland. One can imagine the convenience it would be, in such cases, if the steam launch could be replaced by a flying boat, moving at a speed of 100 miles an hour ! The facilitation of the whole process of administration would be enormous. And of course such regular up-river services would be valuable not only for Government officials, but also for ordinary passengers, as well as for mails and other urgently-consigned goods. No alighting grounds would be necessary. The machines would be provided by Nature, in the shape of a smooth-surfaced river, with all the landing points required. At night, also, these natural highways could be followed with perfect ease, searchlights being fitted to the machines.

VII.

The possibilities of flying, in districts which are only partially developed, and which suffer severely through a lack of adequate communications, are, as I have indicated, practically boundless. The coming of the commercial aircraft will, in fact, mean the opening up of an entirely new era.

One can say, indeed, with all truth, that the conquest of the air, now that it can be applied practically to the benefit of the world's trade, will exercise a simply enormous influence on the development and prosperity of all our great Dominions overseas ; and this is why, as I have argued so often, and repeat again strongly here, we need to look upon aeronautics from the very widest possible point of view, and not to regard it as a movement which may be left to itself either to prosper or languish, but a great world movement which must be developed enthusiastically both by Governments and peoples, and in which every Briton—particularly those in the far-flung corners of our Empire—should take a keen and very practical interest.

G. HOLT THOMAS.

OVERSEAS

A Reminiscence of Berlin

By Professor Sefton Delmer

[*Professor Sefton Delmer is an Australian by birth. After completing his studies at Melbourne University and at the University of Berlin, he was in 1901 appointed English lecturer at the latter University, and retained the post until the outbreak of War. Thrown into Ruhleben prison in 1911, he was repatriated in 1917. In the following year the German Revolution enabled him to return to Berlin as special correspondent for the "Daily Mail." In this capacity he has done invaluable work in keeping the true position of German internal affairs before the British public.—Editor.*]

A Reminiscence of Berlin.

WHEN I was released by the Germans and allowed to leave Berlin on May 23rd, 1917, I little dreamed that ere eighteen months were out I should be back again in the German capital as a special correspondent of a great London daily, telegraphing remarks and comments any one of which would, in 1917, have sufficed, even if uttered in private conversation, to fling me into a German dungeon.

This second visit of mine to Berlin was, of course, only made possible by the astounding events of the revolution. I slipped into Prussia by way of Switzerland and Bavaria, having reached Munich in the middle of November, 1918. Even up to the end of that month many Englishmen were still more than a little sceptical about the reality and *bona fides* of the German revolt. Still more sceptical were they about the sincerity of the loud outcry that came from all parts of Germany anent the shortage of food, a shortage which, by the way, had contributed in no small degree to the popular discontent which culminated in the revolution. But the food shortage was a very real thing. It was not military collapse, nor was it political idealism, that converted the German proletariat, it was the food blockade of the British Fleet. The chief inspiration to the formation of a German republic was, undoubtedly, hunger. The revolution was in its genesis a stomachic rather than an ideal movement, and that is why one refrained from too readily believing in its permanence, at least until stronger evidence than what one had hitherto encountered were forthcoming.

I had not been more than a few hours in Bavaria before I discovered that, although Bavaria is pre-eminently an agricultural State, and one, moreover, whose food supplies had, during the war, been excellently husbanded and administered, food was the all-absorbing topic of conversation among all classes.

In Munich I was shown over the hospitals, and saw the meagre daily fare of the patients ; I saw the expensive pairs of frog's legs left as the only delicacy in first-class shops ; I spoke with Kurt

A Reminiscence of Berlin.

Eisner, the Socialist president, with the Catholic Archbishop of Munich, with leading officials and ministers on the food question ; all sang the same song. Germany's supplies would be exhausted by the end of April. " Then," they all said, " we shall be faced with a population turned Bolshevist by desperation and hunger." But none of them, except Eisner, said a word that could be construed into an expression of penitence. None would acknowledge that Germany had deserved the things that were happening to her. Everyone deplored Germany's plight ; no one condemned, or even acknowledged, the crime that had led to it.

In Prussia and in Saxony, of course, I found food conditions far worse than in Bavaria. I am not going to dwell on a now somewhat threadbare topic, but I cannot but wonder a little why the Entente did not take the trouble to send in a food inquiry commission to learn the facts at least two months before it did. Nothing but red tape and lack of diplomatic precedent seems to have stood in the way. I cannot deny that in Bavaria I, at times, felt pity for hungry Germany. By the time I reached Berlin, however, my heart was hardened against these selfish, arrogant and unrepentent Germans, whose pity was all reserved for themselves. I confess that I saw and shared their shortage and privations not without a deep inward satisfaction. For I remembered their mood in August, 1914; and now, in 1919, when I witnessed their absolute callousness and impenitence, I said to myself, " The chastisement they are suffering from hunger and civil war is far too little as yet for the crimes to which they have lent themselves without a twinge of conscience or contrition. There must be retribution on such a race if the world is to remain safe."

It is a profound satisfaction to me that I lived to see them in Berlin turn their guns against their own royal castle and against the great public buildings that symbolised their system.

When I got back to London, no wonder that its dignified calm and majesty, its air of peace and security, struck me as never before—a city standing on solid foundation of law—the " mansion house of liberty." Berlin, the city I had left, had made this war only because it meant to oust London from its leadership and pride of place in the world. Berlin now stood revealed to me in all its upstart littleness, and Destiny had set its population tearing each others' eyes out in mutual accusations over their fiasco.

It seems frivolous to say so, but the next contrast that struck me between the German capital and London was the number of uneaten cats and dogs I saw at large and in security in the latter city. In Berlin these animals have long since been stolen, killed, and made into sausages. Thousands have met with this fate It is worth remembering. The food difficulty will, in future, be the only thing that will prevent Germany from repeating the war.

The Future of Aviation in Australasia

By Major-General Sir F. H. Sykes, K.C.B., C.M.G., Controller-General of Civil Aviation

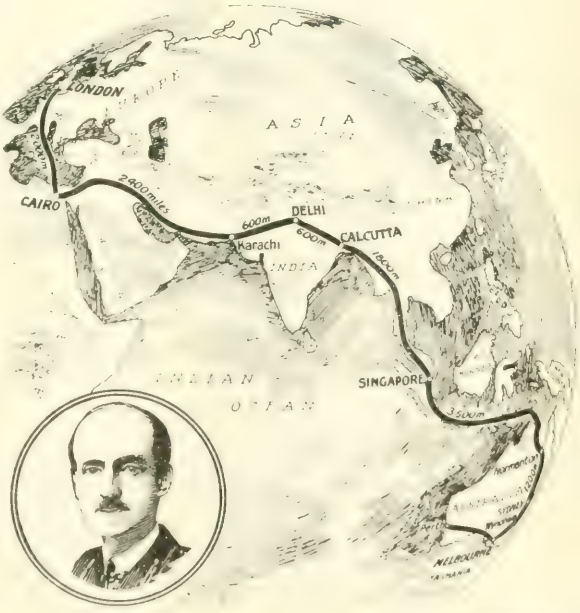
The Future of Aviation in Australasia.

WE entered the War with an air service smaller and in many respects less well equipped than that possessed by other Powers, but we have, with the loyal and devoted assistance of the Dominions, made up the leeway, and can fairly claim that, in aviation, the British Empire now leads the world.

The stress of war is passed. An almost equally difficult, and certainly more complicated, period is upon us. We must now ensure that the air forces of the British Empire are fitted, not only, if need be, for purposes of destruction, but also quickly to take their place in the great broadcast peaceful development of civilisation. In the immediate future one of the principal tasks will be to open up " all-red routes " and " blaze the trails " for the Empire aerial services.

The Atlantic has great attractions. But of far greater and more solid importance from every point of view is Cairo — Calcutta, Calcutta—Singapore, Singapore—Australia.

The Imperial aspects of commercial air power cannot be over-rated, and its foundations must be well and truly laid. Do not let us waste our strength. It is evident that the mobility and increasing range of aircraft will alter the relative position of the constituent portions of the Empire in every respect ; geographical boundaries, neutral or buffer States, and the barriers of the sea, will no longer constitute security, and it is essential that the separate portions of the Empire



[Daily Mail.

Proposed Air Route from London to Perth, nearly 13,000 miles in length. Inset, Major-General Sir F. H. Sykes, Controller-General of Civil Airmanship.

The Future of Aviation in Australasia.

should so build up and weld together their commercial aerial organisations as to be in a position, if danger arises, not only to protect themselves, but to render immediate mutual assistance.

The advantages to be derived from the chain of British Possessions throughout the world, affording as they do facilities for re-fuelling and repair bases, and meteorological and wireless stations, must be utilised to the full, and preparations made for the day when all-British air routes will play a great part in the maintenance of the commercial existence of the British Empire.

During the war the air forces of the Dominions have worked in the closest co-operation with those from the British Isles. A bond of union has thus been established which both sides must make every effort to maintain and strengthen. The Imperial air machinery must gather power as a whole. Each Dominion should endeavour to establish a central school at which flying, navigation, meteorology, photography, etc., should be taught on similar lines. As types of machines improve, replacements should be made on a proportionate scale, and interchange of personnel should take place, so that training and methods generally may be co-ordinated.

We have been for some time engaged in mapping out the stages of the aerial route to Australia from Cairo to Karachi, Singapore, and via the Sunda Islands. It is known that carefully-planned pioneer flights along the route as far as Karachi, Delhi, and Calcutta have already been made, and as a result experiences of the utmost value have been gained. The question which now arises is where the first landing place in Australia shall be. We are inclined to believe that this should be in the vicinity of Wyndham.

Here we should establish an "air harbour," and from that place our air route should carry us to our next stopping place for rest and replenishment at Normanton. Having crossed a difficult line of country, we now follow the line of railway through Queensland and New South Wales to Melbourne. Utilising Melbourne as a centre, services could be established through South and West Australia to Perth as a sub-centre, and from there lines could travel northwards to the neighbourhood of the De Grey River, and thence on through the Kimberley district back to Wyndham. From Melbourne a route could be established, via Tasmania, to New Zealand.

Much thought has also been given to the most suitable routes for the internal aerial services of New Zealand, and a small mission has recently been despatched, on the request of the New Zealand Government, to confer with them on this subject.

The establishment of postal services by aeroplane, assisted, in the case of New Zealand, by flying boats, is quite a practical proposition, and one which the Dominions will no doubt put in hand at an early date. We have as yet not much actual experience, but that of the postal service which has now been in operation between

Boulogne and Cologne for some weeks is valuable. The postal authorities have found this service very helpful, and are pressing to have it extended to other routes. It is hoped that it will shortly be linked up with the English side of the Channel, and it should then be possible, under favourable circumstances, to deliver mails in Cologne within seven hours of their leaving London. The average time taken by train, boat, etc., is now five days. A regular time table is now being introduced, stages have been carefully mapped out, and wireless ground stations established.

The Future of Aviation in Australasia.

New Zealand, owing to the length of her coastline, presents special problems, and great use can probably be made of flying boats. With the information at present available it is suggested that the following places, situated as they are at convenient spots round the islands, may be selected for the establishment of aerodromes for commercial and postal purposes. In the North Island such aerodromes might be established at or near Auckland, New Plymouth, Napier, Wanganui, and Wellington, and in the South Island, at or near Nelson, Blenheim, Greymouth, Hokitika, Christchurch, Dunedin, the neighbourhood of Resolution Island, and Invercargill. When, later, aerial communication between New Zealand and Australia has been established, the two air services will be able to work in close touch.

Australia and New Zealand will no doubt lose no time in building up their own aircraft industries, but it will be essential to have without delay one or two up-to-date and well-equipped aircraft depots to receive and erect machines and engines which can be obtained, as the result of the War, from England. These depots should be capable of handling both aeroplanes and lighter-than-air craft. They would also supply a number of aircraft parks, which, in Australia, might well be established at Sydney, Melbourne, Adelaide, Brisbane, Perth, Wyndham, and other places, and, in New Zealand, at Christchurch, Auckland, Wellington, and Dunedin. It must be faced that, particularly in the early stages, aerial transport will be expensive in comparison with other methods.

A point may be made arising from a comparison of slow and fast transport. Statistics show that during the ten years before the War an average of £3,000,000 of gold was exported from Australia to the United Kingdom. It can readily be estimated what an enormous gain it would be if this bullion could be transferred and put into circulation in, say, ten days instead of sixty. Gold has been referred to as perhaps being the most striking example, but the argument applies, of course, to all valuable articles and perishable goods which are easily portable. To us is given the great task of building up a mighty machinery to secure the economic future of our world-wide Commonwealth, and to act as a true and effective guardian of a lasting world peace.

Painting the Peace Conference

By "Tis"

[*A study of Sir William Orpen and Major Augustus John, the two famous British artists, who have been commissioned by the Government to paint the Peace Conference of 1919, by "Tis," the well-known art critic.—Editor.*]

Painting the Peace Conference.

SKILL and temperament—without these no painter can be an artist. But even when skill and temperament may appear to be equally present, the artist, according to his best, will instinctively stress one or other, will place the emphasis upon technical or emotional qualities.

In a rough and ready manner one may, with fair justification, claim Major Augustus John as the most pronounced temperamental painter in modern British art, and Sir William Orpen as its most skilful representative.

Though they were both trained in the same school—The Slade—Major John being slightly Sir William's senior, and though they both had originally not a few characteristics in common, the afore-mentioned tendency to emphasis has widened in course of time the gulf between them, artistically speaking.

Sir William Orpen at Work on a Portrait of Lord Reading.

When we hear that these two artists have been chosen to paint the Peace Conference of 1919—the greatest Peace Conference ever held in the whole history of the world—we may be sure the resembling works will be entirely different. Sir William Orpen, faced with facts, will face them ; Major John will stare them out of countenance.

Sir William's paintings will be splendid records, historically correct. His sitters will be exactly as every one knows them, sees them. There will be no mistake,

Painting the Peace Conference.

no doubt. Posterity will see the scene and will feel that what they see had happened as they see it. The main actors will be recognisable instantly, and the way in which the glitter of marble and mirror, of gold furniture and heavy silks, the sparkle and play of light have been captured will please the present public as much as it will delight posterity. As a painter of interiors Sir William Orpen is unrivalled ; as a portrait painter he is honest and forceful. I predict, therefore, that all the great actors of the drama will appear—in his painting—before their own eyes as if they were bodily present, the strange prehistoric features of Clemenceau in telling contrast, not only with the idealistic height of Wilson and shrewd Celtic vivacity of Lloyd George, but with the old gorgeous autocratic Louis XIV. splendour of the palace at Versailles. Sir William is the man for such a painting. He is equally able to render the texture of flesh, and the manifold textures of cloth, silk, marble, wood, metal and glass. He is as conscientious in detail as he is skilful in the treatment of masses, and the way in which he will solve the difficulties of light and atmosphere will probably make Orpen's Peace Conference one of the best ceremonial pictures ever painted.

The public, to be sure, have no obligation to take into account the artist's difficulties, but it can do them no harm to consider the colossal task which he has to accomplish.

People will expect not only to see the chief actors represented, but they will want them grouped in the order of their importance, and yet, at the same time, historically exactly in their places. Over a similar, if much more modest, portrait group Rembrandt lost his contemporary reputation ; his public did not understand that a painter cannot make a picture without sacrificing some of his sitters to the exigencies of art ; and the worthy burgher-volunteers of his day revolted against him because they calculated that they had not had their money's worth. Of all the living British painters Sir William Orpen

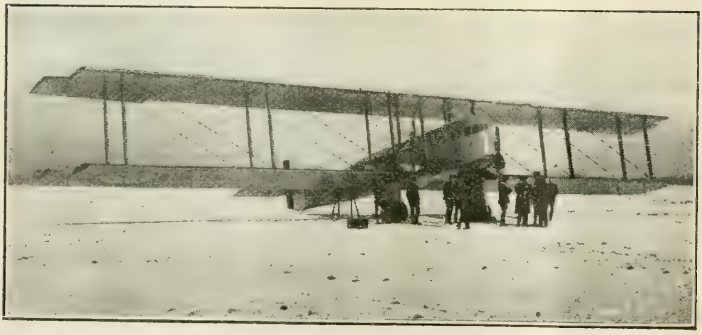
Major Augustus John.

Painting the Peace Conference

is most likely to combine artistic truth with historical verisimilitude.

If this be my "Old Moore" prognostication of Orpen's *magnum opus*, my prophecy of John will have to take upon itself an appropriately apocalyptic manner. John will not give us facts as we expect them. John has the curious personal faculty of causing imagination to run riot. The difference between the two artists is well illustrated by the impression they made upon a *Daily Mail* interviewer. "Here is a major," she says, "his back towards us, a small, small, very soldierlike figure. The officer turns round—an irregular face, expressive, sparkling with life, a sarcastic smile, an alert and whimsical look." That is Sir William Orpen. "Tall, erect, stalwart, his bold clean-cut features set in red-gold hair and a beard, clad in red-gold dust and rough sack-cloth blouse dabbed with paint—there he stands like a Renaissance warrior." That is John. In this inimitable passage—the Renaissance warrior in a sack-cloth blouse dabbed with paint, I mean—you have John's magic. He makes people see things and say things they would neither see nor say under any other influence.

I predict, therefore, that John's "Peace Conference" will make the world of to-day see things and say things, that it will make posterity understand. Posterity, *vis-a-vis* Orpen's facts, will realise what happened; John's painting will tell them why it happened. In Orpen's picture Lloyd George, Clemenceau, and Wilson will be men, in John's they will be forces; he will express the spirit even unto apocalyptic phantasmagoria. He is thinking, apparently, of combining allegory with historical incidents in the manner of Rubens, and we shall probably see the historic group at Versailles in strange symbolic surroundings.



[*Daily Mail photo.*

London to Paris Aerobus about to start. It is expected shortly that a regular Service will be established.

Flying Boats as a Link of Empire

By C. G. Grey, Editor of *The Aeroplane*

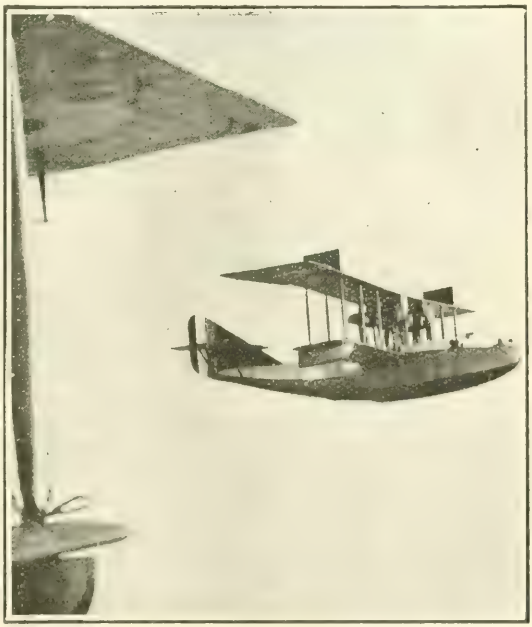
Flying Boats as a Link of Empire.

FOR those who have eyes to see the flying boat has a future far more important than that which is usually attributed to it, as either an ordinary method of conveyance over water in undeveloped regions of the earth, or as a substitute for cheap yachting trips at popular seaside resorts in alleged civilised countries. It can be made in fact one of the most important links in the chain which binds the British Empire together.

In his wonderful air stories, entitled, respectively, "With the Night Mail" and "As Easy as A.B.C.," Mr. Rudyard Kipling, in the vein of the true prophet, foresees a period when all the countries of the earth will be so linked up by rapid means of transport, chiefly by air, that the various peoples will know one another too well to bother about fighting. In those days, according to Mr. Kipling, the governing power of the earth will be the Aerial Board of Control, commonly known as the A.B.C., an international committee which adopts for its motto, "Transportation is civilisation."

That same motto may well be adopted by the Civil Air Service Department of our Air Ministry, for rapid transportation by air will do more than any other factor to uphold civilisation by consolidating the widespread component parts of the British Empire. And of all means of linking together the parts of the Empire none seems to offer such possibilities as the flying boat.

Not very long ago, speaking in the House of Commons, Mr. Joynson Hicks produced a phrase which deserves to be blazoned in letters of gold over the portals of the Air Ministry. He said, "Years ago we had command of the sea because we had the coaling stations of the



Flying Boat on Patrol. One of the many excellent photographs at the Exhibition at the Grafton Galleries.

Flying Boats as a Link of Empire.

world. To-day we have command of the air because we have the landing stages of the world."

Among our landing stages it will be found in due course that the great harbours of the British Empire are, if anything, more important than the aerodromes, for every harbour of reasonable size, no matter how inconvenient its entrance may be to sea-going ships, is a ready-made aerodrome for the flying boat, and therefore we can establish air services in all our Dominions overseas without going to the expense of time and labour necessary to build an aerodrome suitable for the big long-distance, high-speed, land-going aeroplanes of to-day.

Moreover, in linking together the various parts of the British Empire, it is necessary to fly over big expanses of water, and there are no parts of the Empire which can be linked by a land service without flying over the territory of other nations. It is true, for example, that one can fly to India without crossing any stretch of water more formidable than the English Channel and the Bosphorus, but the greater part of that air line would be over foreign territory ; but, if the line is established by water, it will be possible to travel the whole distance without touching at any port which is not a part of our own Empire.

Perhaps the greater utility of the flying boat in consolidating the Empire will be in keeping adjacent Dominions and parts of the same Dominions in touch with one another. For example, the journey from Calcutta to Singapore, or to any part of Burma, is quite serious when undertaken by ship, yet from Calcutta to Singapore is a comfortable day's journey for a fast-flying boat. From Singapore to the northernmost part of Australia is a still more wearisome journey by water. For a well-equipped flying boat it is comparatively simple. There is no great stretch of sea without an island which would provide shelter in case the boat should be compelled to descend, and there are various British possessions on the way, such as North Borneo, at which the flying boat could stop for replenishment. Thus Australia and India would be brought into very close touch.

It will probably be a very considerable time before a flying-boat service across the Atlantic can be run regularly, or become a commercial proposition. Before it does so it will be necessary for somebody to revolutionise the design of aero engines and so achieve for aviation in general much what Mr. Dunlop did for bicycles and motor cars ; but one has no doubt that such a revolution will be achieved in time, and, when it does happen, then the passage from Canada to Europe, or Canada to our various possessions in the Pacific, and direct lines from India to Australia will become not merely possibilities but necessities. In those days we shall indeed be able to weld the Empire into one solid whole.

Mr. Pepys at the Peace Conference

Extracts from the famous Diary communicated to Mr. Twells Brex

[*How Mr. Samuel Pepys, the great diarist, might have recorded his impressions of the Paris Peace Conference is given in the following clever skit by Mr. Twells Brex.—Editor.*]

Mr. Pepys at the Peace Conference.

Jan. 3, 1919. Vastly surprised and flattered by an invitation this day from Paris to the Peace Conference. So great an honour did I never dream of having put on me, and this, indeed, I do think the crowning day of my life.

Comes my Lord Brouncker, of the Foreign Office, bearing all instructions, and did hand to me a great wad of banknotes for my outfit for Paris, and did tell me that I shall be expected to take with me 3 secretaries, young and comely women, to uphold this country's prestige at the Conference (I mightily fluttered at this), and he did tell me that the Government will allow me to pick and choose my secretaries, and also did he hand me another wad of notes for the outfit of my 3 secretaries, saying that each must have a Peace Conference trousseau and pocket money for her pleasurings in Paris.

Furthermore did my Lord Brouncker privily tell me that it is hoped to prolong the Peace negotiations into the summer, and that there will be no unseemly hustling, and he did remind me that Paris is one of the pleasantest habitations of this earth. And thus, wringing my hand and saying unto me in the most friendly, affable, condescending way imaginable, "Samuel, my boy, would to God that I had this great jaunt instead of you," he did leave me.

Home from my office to take this great news to my wife. But, so perverse are women, she fell a-weeping at this our great honour, crying that there would be none to take care of me in Paris did I fall sick. Whereat, fool-like, I did tell her of my 3 secretaries, and did assure her that they would tend me. Such a to-do at this that I did fear that she would into a fitte. And, knowing not to assuage her, I did then tell her that none but grave and aged women secretaries were to go to Paris. And so did make her more tranquil, but still hysteriquall.

Jan. 7. Mightily helped in the choosing of my secretaries by my kind Lord Brouncker, who did send to me 150 photographs of clerks in Government offices, and I have now picked 3 as comely secretaries as can be imagined, one of them a very merry-looking wench. Also I have bought my outfit, many fine new suits (but, Lord, to think that a grey mixture, which becomes me most, should now cost fifteen guineas), 2 silk hats (strange to think that the silk

Mr. Pepys at the Peace Conference.

hat doth still flourish in Paris and New York, and is so dead in London, which doth sadden me at the thought that if this noble hat is no longer worn by Londoners we shall sink below those cities' greatness), a clouded cane for the Bois, and many other necessaries for the Peace Conference. Altogether these days such a pleasant fever as I have not known since my wedding.

Jan. 9. This day to Paris. A pitiful parting with my poor wife, she crying to accompany me to Dover, but I, remembering that my 3 secretaries meet me at Charing Cross, did persuade her that it were less trialle to have our parting at home. So I went bravely to Charing Cross, where met my 3 secretaries, and a fair journey and much merriment.

Paris I do find much as it ever was and rare delight after these five years shut in our island. But the charges of bare living monstrous, beyond belief, a dinner this night at Voisins to my 3 secretaries costing more than I dare to set down in this diary.

Feb. 17. My diary not kept these days, so pressed am I always with this business of the Peace Conference. Every day a new jaunt, and such a round of entertainment as I have never known, and, indeed, so often late to bed that I do find it mighty hard to keep awake at our meetings of the Conference, and would be sadly put out of countenance were it not for many other delegates nodding and drowsing.

[*Poy, in the London Evening News.*

THE BABE IN THE WOOD.

A letter this day from my Lord Brouncker which do trouble. He sayeth that there is great unrest in all the world because the signing of the Peace comes no nearer and that he doth fear trouble at home unless the Conference comes to some issue. "Therefore I pray of you all in Paris," he writeth, "to invent and publish each day new reasons for delay." This letter so moved me that I did read it aloud at the Conference, and it did plunge all into a tosse of mind. But good news this night that will justly prolong our deliberations, it being reported that Siam doth demand half of Damnatia. On no account can Peace be signed until this claim is disposed of, and the Conference have therefore asked Siam and Damnatia to send delegates to

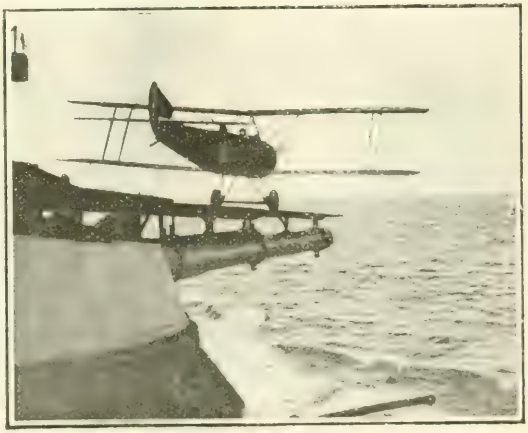
confer with us in Pitcairn Island, that being a secluded place for argument.

Mr. Pepys at the Peace Conference.

March 7. Another week of trouble lest Peace should befall. One day all saying sadly that even in a se'nnight it will be signed, and next day all cheered by news that the Jecko-Sloffs have refused to be incorporated with the Utopo-Croups. Another day a rumour that President Wilson, having been overborne in his noble scheme of a League of Planets, Peace cometh perilously near. But better tidings this day that the Trans-Pogskys claim the frontier line of Ploff-Sygrtzz-Chook-Dnieper, which, on no account, can the Allies allow.

March 16. Paris now putting forth green buds and sweet to live in. But the Peace Conference do now sorrowfully perceive that they cannot much longer put off the Evil Day of signature. Bolshevism doth spread westwards, the Letts-Simians having joined the Don-Bustups. Rumour also that Lenin and Trotsky, with twenty million Chinese-Pneufs, do advance into the Peloponesus. And my Lord Brouncker doth write me that newspapers in England are crying out for Peace, saying that, unless it be signed soon, Europe will perish, which do make me and all my fellow Delegates mighty angry that out stay in Paris, many hundreds of us, nay thousands, if our secretaries be counted, may be undone by these malcontents.

March 21. Great talk this morning that President Wilson doth refuse consent to Peace until the Allies have sent food supplies to the moon, he contending that peace on earth would be of short endurance should there be Bolshevism on the moon. God grant this be true, for it doth mean a further putting off of the Evil Day. Many of the Delegates, indeed, so cheered by this news, that they do joyfully prophecy that, by this and that hitch, there will be no Peace Treaty these twenty years. Mightily relieved by this. I to Prunier's to luncheon with my merry wench secretary. And, if but our Government will give me a change of secretaries every quinquennium, I care not if Peace never cometh at all.



The Sister Services.

Flying in South Africa

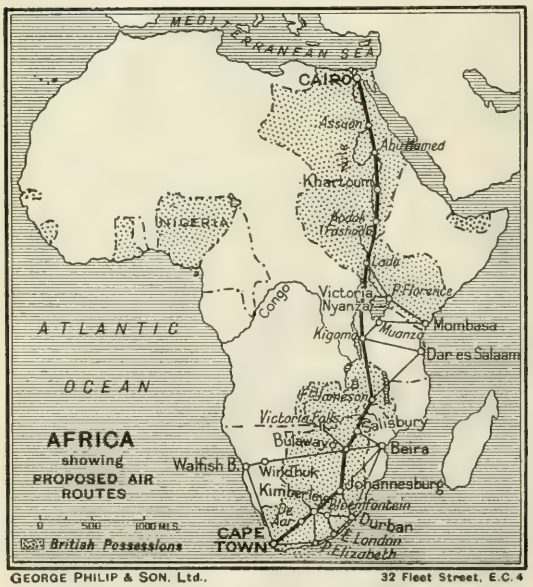
By S. F. Benda

Flying in South Africa.

THE great advantage that aviation, as a means of transport, has over the older methods, is the fact that, over long distances, a great saving of time may be effected. Particularly is this noticeable in countries where railway travelling is slow and expensive and the comparatively small population is scattered over large tracts of land.

South Africa is one such country. The railways, which are handicapped by a narrow gauge, follow the contours of the country. Bridges are few and far between, and tunnels and embankments practically non-existent. The grades are steep, 1 in 40 being quite common, and the dust is often unbearable, all of which helps to make travelling tedious and uncomfortable.

The climate of South Africa makes it a very suitable country in which to run an aerial service. Over the whole country high winds are rare and cyclones and hurricanes are unknown. The air is very clear, which is a great advantage, èspecially for night flying, as a light every fifty miles would be sufficient to guide the pilot. Heavy clouds and rain are infrequent and the climate has fixed and definite seasons.



Map of Africa, showing the proposed air routes from the Cape to Cairo.

The altitude of the ground over which the service would be run is between 2,000 feet and 4,000 feet, so that most of the flying could be done at between 5,000 feet and 8,000 feet, which would make for petrol economy.

There seems every prospect of Cape Colony becoming one of the manufacturing centres of the world, as the mineral wealth is great. Shale oil and petroleum, as well as iron, coal, copper, tin and all the precious metals,

OVERSEAS

THIS MONTH'S PRIZE PHOTOGRAPH.

An Eguana—a dainty dish among the Honduran Spaniards. Sent by Mrs. S. Kirkconnell, 302, Francis Avenue, Tampa, Florida, U.S.A.

ABOVE THE CLOUDS.

A splendid snapshot of a Flying Plane taken from another. Below are the Plains of Sharon. Sent by Mr. Jack Curlett, Erica Avenue, East Malvern, Melbourne, Australia.

Flying in South Africa.

are found in the Colony. Also alcohol is produced in considerable quantities, and some brands give more power than petrol when used in motor-car engines, but with unfortunately increased consumption.

A service, which would show a good profit, might be started with six aeroplanes. The best type of machine would be one of medium size, with two engines of about 350 h.p. each. A modified war aeroplane could be used, although a specially built commercial machine could carry heavier loads, which would increase the profits. This would allow for a load of roughly eighteen 12-stone passengers, with a luggage allowance of 40 lbs. per passenger, 200 lbs. of mails, two pilots, or a pilot and mechanic, and fuel for $4\frac{1}{2}$ hours. The length of a single flight should be less than 4 hours, in order to keep the paying load as large as possible.

The cost of aerodromes would not be so high, as at most places, sufficient land could be rented at quite a moderate sum per annum ; and, as the Union is very progressive, most towns would probably provide an aerodrome free of charge by permitting the use of the racecourse or other public ground.

None of the native timbers are suitable for aircraft construction, although in some parts of the Union spruce could be grown. Therefore all spare parts must be imported. Cape Town would, of necessity, be the headquarters for business, erecting and repairs, as it is the nearest port to London and New York. Another consideration in making Cape Town the headquarters is that the cost of living and wages is lower than at most other parts in the Union. To the west of Cape Town there is land suitable for all requirements.

The saving of time with such a service would be very great. At present the time taken by the weekly mail express to cover the distance between Cape Town and Bulawayo is 58 hours, and the other trains take much longer. By air the time taken is 22 hours —a saving of 36 hours. Between Durban and Kimberley the train takes 41 hours and an aeroplane $5\frac{1}{2}$, thus saving $35\frac{1}{2}$ hours.

The first section of the service would be run from the Cape to Kimberley, roughly 525 air miles. A stop might be made either at Beaufort West, a small farming town of about 5,500 inhabitants, or at De Aar, a very small town, which is an important railway junction, where the rail branches for Port Elizabeth to the east and the South-West Protectorate.

Kimberley, with a population of 50,000, the well-known mining centre, is the terminus of this section of the service. There are two daily trains each way, which take over 30 hours, and a mail train once a week which takes 28 hours. The air service would take 8 hours.

Kimberley would make a centre for the terminus of several sections. For instance, Kimberley to Johannesburg, connecting

Flying in South Africa.

the Cape Town service, would take 4 hours, thus reducing the total time taken from Cape Town to Johannesburg (45 hours by rail, 36 hours by the weekly mail train) to 12 hours—a saving of 33 hours.

Two other services might be run from Kimberley. Firstly, one to Durban, calling at Bloemfontein. This would reduce the time from 41 hours by rail to $5\frac{1}{2}$ hours by air, a saving of $35\frac{1}{2}$ hours. The other service would be to East London and Port Elizabeth as required.

As the South-West Protectorate (formerly German South-West Africa) opens up, a service might be run to Windhuk or Swakopmund, in which case Windhuk would be 18 hours from Cape Town.

Johannesburg, with a population of over a million, would make a centre for a service in Rhodesia and Natal. Johannesburg to Bulawayo is about 440 miles by air, which journey would take $6\frac{1}{2}$ hours, and from Bulawayo to Salisbury would be another $3\frac{1}{2}$ hours. Thus Bulawayo could be reached in $18\frac{1}{2}$ hours instead of 58 hours by weekly mail train, a saving of $39\frac{1}{2}$ hours, or $27\frac{1}{2}$ if the night is spent in Johannesburg. The discomfort of this journey is so great that people often go by sea from Cape Town to Beira, and thence by rail through Portuguese East Africa, an expensive journey which takes a week.

So many inhabitants of the cold, high country of the Transvaal go down to the warm climate of Durban for the winter that the air service from Johannesburg to Durban, three days a week in the summer and every day in the winter, would be very profitable.

Another source of income will be excursions. Race meetings might be attended, and an excursion might be run to the Victoria Falls. At present the trip to the Falls costs about £22 a head, and takes from 10 to 15 days. Passengers from Australia to England often like to leave the ship at Durban and meet her again at Cape Town. This allows 5 or 6 days, which is not enough for a visit to the Falls. If the parties could order, by wireless, a special aeroplane to meet the ship, not only could they visit the Falls, but a short time could be spent at various other towns. Such towns, with a conductor and free load of passengers at £22 a head, would show a profit of £200 per trip. This service could be run with five aeroplanes and one or two in reserve.

Taking into account all sorts of renewals, depreciation, salaries, rent, motor-car transport, fuel, oil, etc., the service could be maintained at 2s. 3d. per mile flown on the above annual mileage. The earnings of the aeroplanes would be from 3s. 3d. to 4s. 6d. per mile, dependent on the subsidy for carrying mails and parcels, and the percentage of full loads, so that taking a fairly low figure for the earnings a profit of £50,000 per annum is assured.

Admiral Lord Jellicoe: A Personal Sketch

By John Leyland

[*Many of our readers will probably have an opportunity of meeting Lord Jellicoe while he is touring the Dominions to arrange for the co-ordination of the naval defence of the Empire.—Editor.*]

THE great sea mission upon which Lord Jellicoe has set forth has no lesser purpose than the co-ordination of the naval defences of the Empire. The matter is vital, and the gallant Admiral is to consult with, and to advise, the Government of India and the Ministers of the Commonwealth of Australia and of the Dominions of New Zealand and Canada, and afterwards of the Union of South Africa, upon the vital naval problems of the future, and the plans which must be made, at this supreme moment in the march of the centuries, when the world is just emerging, new born, with new hopes, new fears and new problems, from the tremendous tragedy of the greatest war it has ever witnessed.

The greatest seaman that Great Britain possesses has been chosen for this high and important duty. A modest man, shunning the limelight, Lord Jellicoe, even when he held the most important appointments and commands, was but little known to his countrymen. His chiefs had marked him out long before as the "future Nelson," a master spirit in all that concerns the sea. Britons had unfailing trust in his great qualities, though his personality was strange to them. When he commanded the Grand Fleet they were sometimes puzzled by the "silence" of the sea service, and, except when the enemy came out, and the Battle of Jutland was fought, his name rarely figured in the newspapers.

Lord Jellicoe has always believed firmly in the *mens sana in corpore sano*. He has ever encouraged those sports and games which conduce to fitness. Of middle height, lean in habit of body, with not an ounce of superfluous fat upon him, he is himself physically "fit" in every respect. It is recorded that as a young officer he risked his life to save the lives of others. He was commander of the *Victoria* when she went down, with Admiral Tryon on board, in collision with the *Camperdown*, off Tripoli, in 1893. In that terrible experience his nerve remained unshaken, and, throughout his service career, he has retained that quiet self-possession which is the mark of the man conscious of his strength and assured of his powers.

There is in him the certainty of knowledge, swiftness of decision

Admiral Lord Jellicoe: A Personal Sketch.

and readiness to act which preclude hesitation and doubt. In Jellicoe's manner a native reticence and modesty exist which had no counterpart in Nelson. But this reticence quickly gives place to alertness and the quick intelligence which beams from his eye. To follow him up to the bridge, as he runs up two steps at a time, to descend with him through a narrow man-hole into a conning-tower, to hear him speak eagerly of the character of modern gunnery, or of the lives of seamen, and of the qualities of the men of the mine-sweepers and those who served in boarding-steamers in the blockade, and in the ceaseless patrols, is a revelation of the real nature and active character of the man. He has lived to the full the life of the sea service, and knows every part of it. Sparing of all luxury, placing duty first of all things, and winning, not exacting, the best that every officer and man can give, he is a pattern of all that is best in the Navy. He has always been sparing of censure and generous in well-deserved praise. He has confidence in his officers and men, and possesses a singular power of winning them to himself. Rarely has an officer been so much beloved by the sea services.

Few naval officers have had more varied experience than Lord Jellicoe. He has served long, both at sea and in important offices ashore. He was first of all things a gunnery officer. Long since, at Whale Island, Lord Fisher, when he witnessed a particularly fine bit of firing, asked whose gun it was that made such good practice. It was Jellicoe's, and from that day onward the gallant officer was noted for good work in this department of the service. In several appointments connected with gunnery, and as Director of Naval Ordnance, he did splendid work in developing modern gunnery methods. He has always held to the plan of getting in the blow first and of going on hitting. "I'm not for fightin' ivery gint for the pure joy of fightin'," he would say with Mulvaney, "but when you do punch him, punch him first, and punch him frequent."

Admiral Lord Jellicoe.

Lord Jellicoe was Third Sea Lord and Controller of the Navy in a most important period of development, when the modern Navy — that which has served

and fought in the War—was in full course of construction, and he vivified all the working of the dockyards and private establishments. After holding several sea commands, he returned to the Admiralty, as Second Sea Lord, and was in his very element, for he was then concerned with the personnel. The time was critical, for the whole system and organisation for providing the Navy with officers and men was changing, and the Navy owes to Lord Jellicoe much of the system which has proved so advantageous during the War. Few things have been more pleasant or more satisfactory than the constant care that was bestowed by the Admiral on the welfare of officers and men, not only in the naval service itself but in the merchant service, and the fishery fleet, which have taken so noble a part in the work of patrolling, transport and mine-sweeping. As is very well known there has never been any weakening in the spirit of men who have gone to sea time after time after their ships have been sunk under them, and Lord Jellicoe has spared no effort to make known and reward this gallant work, which, in devotion and courage, has never had any parallel in any previous war.

Admiral Lord Jellico: A Personal Sketch.

Jellicoe qualified for command by long and arduous study and thought. He became a master of the handling of fleets and a strategist of the highest order. He knows profoundly the relation of the Navy to land operations. He commanded the Naval Brigade in the operations for the relief of the Peking Legation, when he was severely wounded. Thus he conceived a great admiration for the sister service, and, when in command of the Grand Fleet, he watched with the utmost admiration the work of the troops in the long struggle with the enemy. With a sound sea instinct, he understood the relation of the Fleet to land defences. No rash operation could ever tempt him. He knew that everything turned upon the maintenance of his fleet in efficiency. No political influence could make him waver in his conviction of the right use to be made of his fleet, which was based upon all the teachings of Naval History. He would never permit his fleet to attack places defended by heavy guns on shore, and the whole Navy was with him in this. The Admiral knew what was possible and what was impossible. He projected and planned an attack, with light craft, upon Zeebrugge. When he returned to the Admiralty, as First Sea Lord, he brought with him officers fresh, like himself, from experience of the War at sea. He set up the Anti-Submarine Department at the Admiralty, and it was in the main due to him that the depth charge and other devices which defeated the submarine attack were developed.

All this great experience, all his ripe judgment, all his mingling of action with caution, all his large views and far-seeing knowledge, fit Lord Jellicoe pre-eminently for the supremely important duties which he has undertaken on his long tour to the Daughter Dominions of the Empire.

Our Loneliest Member

[In the October issue of "Overseas" we printed an article by Mr. E. Davies, describing his life in the Paumotu Archipelago, a French possession in the South Pacific, where he is the only British resident. We suggested that Mr. Davies was probably our loneliest Member. This claim is challenged in the following interesting letter sent us by Mr. Robert Wills, of Crescent Island, Naivasha, British East Africa. Would any other Member like to question Mr. Wills's claim to be the loneliest Briton in the world?—Editor.]

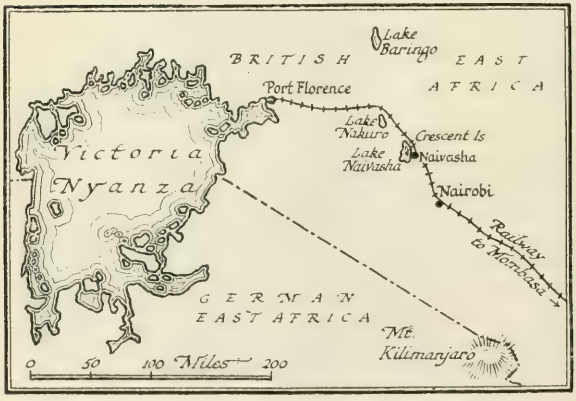
Our Loneliest Member.

I have possessed this nice island for the last ten years; became the owner in the pioneer days, when this island (two by three-quarter miles) was a howling wilderness and quite ungetatable (no boats then).

I have always felt quite the "King," and have most willing subjects, owing to the fact that *this is an island.* One has no hold on the Kikuya on the mainland, and the native generally, throughout British East Africa.

The real sense of possession in every form is a very comfortable feeling, especially in these days, and you do have such feelings here. I run this island as a farm, with cattle, sheep, poultry, all taking things in their own sweet way and will. No vermin to worry them at night. There are over a hundred head of cattle, and breeding these is the chief occupation; but, as the island has great variety of feathered game and the mainland teems with splendid large game, here is the ideal sportsman's Paradise. Sailing and boating, etc., are greatly indulged in, and one can never appreciate both elements like you can in Africa.

I spend my days always trying to do something to improve either the picturesqueness of the island or bettering the already fine pasturage, having always in view the great fact that, some day, some one would like to acquire such a desirable possession.



Map showing Crescent Island, where our loneliest Member is said to live.

By the Assistant Editor.

"Overseas" Editorial Rooms,
London.

News from Headquarters.

EMPIRE DAY NUMBER.—This issue of "Overseas" is our Empire Day number, though it will not be possible to give an account of our various Empire Day celebrations until next month.

Our readers will have noticed that this number of "Overseas" is dedicated to the future of aviation, in view of the fact that the development of aerial communication cannot fail to play a most important part in relations between the component sections of our Empire. Mr. Holt Thomas and Major-General Sir F. H. Sykes discuss the principal problems to be overcome, and foretell some of the probable results of the coming of the "Aerial Age," and, therefore, not wishing to overload our magazine with aviation articles we have not specifically included the Canadian or Newfoundland standpoint, though an interesting article on the special problems to be faced in South Africa is given on page 56. Canada is very much alive to the great possibilities of the air, and we feel sure that her enterprising sons will do much to conquer and utilise this element in the near future.

A Canadian major, a Member of the Over-Seas Club, who has just returned to Canada, has asked us to ask all those Canadian aviators who are anxious to keep in touch with the development of Canada's aviation and interested in mutual co-operation from a military, commercial or social standpoint, to write to "Canfly," c/o *The Aeroplane*, 166, Piccadilly, W.

While on the subject of aviation it will interest all our Members in London to know what an interesting exhibition is open at present at the Grafton Galleries, Bond Street, illustrating the work of the R.A.F. The photographs are all of a size to show the most minute details and are beautifully coloured. A walk through the exhibition gives one a very good insight into the wonderful development of aircraft, and their pilots which has taken place during the War.

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CELEBRATIONS AT HEADQUARTERS.—We are having three-fold celebrations for Empire Day this year. On May 23rd our Annual General Meeting is to be held at the Mansion House with the Lord Mayor in the Chair. The Rt. Hon. Viscount Milner,

News from Headquarters.

G.C.B., G.C.M.G. (Secretary of State for the Colonies), and Brig.-Gen. the Rt. Hon. J. E. B. Seely, C.B., D.S.O., M.P., are our chief speakers. The next day, Saturday, we have organised a special Service of Thanksgiving and Remembrance, to be held in St. Clement Danes Church by kind permission of the incumbent, the Rev. W. Pennington Bickford. St. Clement Danes, one of the oldest churches in London, is situated just opposite Headquarters, and is specially suited to such an Imperial gathering. The High Commissioners and Agents-General are to be present, and we know that all our Members will deeply appreciate this opportunity of taking part in what we hope is only the first of many Empire Day services to come. The lighter side of the celebrations is taking the form of a dance at the Kensington Town Hall on May 26th in aid of the Babies of the Empire. Tickets are 10s. 6d. (including refreshments), and are obtainable from the Secretary of the Babies of the Empire Society, General Buildings, Aldwych, W.C. The Wayfarers, of which body Miss. O. Ward is the energetic Hon. Secretary, together with the staff of the Babies of the Empire Society, are organising the dance, which we feel sure will be the very greatest success from every standpoint. We are glad to hear that Miss Wrench has consented to act as Hostess.

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O.S. FLAGS.—With a prospect of an early peace in sight a very large number of our Members are ordering our O.S. flag to hoist during the peace celebrations. These orders are being dealt with in rotation, but we would advise all Members who wish to purchase our flag to let us have their instructions at an early date. The O.S. flag is now as ubiquitous as the Union Jack, but as it may only be flown by genuine Members, a permit to authorise the purchaser to fly it must always be sent. Full details with regard to the style of flag and an illustration are given on page 30 of the Membership List, of which we hope all our Members have now a copy. The following is the up-to-date price list :—

Pattern Dyed :

1 yd. by 1½ ft. . . .	7s. 6d. . .	10 ozs.
2 yds. by 1 yd. . . .	22s. 6d. . .	1 lb.

Sewn and Designs inserted by Hand :

3 yds. by 1½ yds., Standard size	45s. . .	2¾ lbs.
4 yds. by 2 yds.. . .	70s. . .	4 ,,
5 yds. by 2½ yds. . .	90s. . .	6 ,,

Members who wish to decorate their tables with miniature silk O.S. flags can obtain these at a price of 1s. 6d. each.

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CANADIAN MISSION IN LONDON.—An important step in the

OVERSEAS

DAFFODILS AT KEW. [*Country Life.*

"Beside the lake, beneath the trees,
Fluttering and dancing in the breeze."

Caribou Hunting in Northern B.C.

Sent by Mr. G. Adams, Atlin, B.C., Canada.

This district is noted for all kinds of big game, and is splendid hunting country. Mr. Adams writes: "If you know of any one wishing a real hunt, send him to Atlin."

Returning after a successful hunt, across the Nahlin River, about 120 miles south of Atlin. The "bag" consisted of Moose, Caribou, Sheep, Goats, and Bears.

OVERSEAS

An Italian Villa in California.

In the Gillespie Grounds, Montecito, near Santa Barbara, Cal., U.S.A.

Sent by Mr. W. F. Wilson, Dewey Avenue, Honolulu.

Santa Barbara Mission Garden.

A beautiful Calvary in the Garden of the Old Mission at Santa Barbara.

Sheep Farming in West Australia.

Two Photographs sent by Mr. R. H. Adamson, Meeberrie Station, *via* Yalgoo, W.A.

Merino Rams on Murgoo Station, Murchison, W. Australia.

Mount Narryer Station Wool Team, Murchison, W.A.

promotion of Imperial trade has been taken by the establishment of a Canadian Trade Mission with Headquarters at 1, Regent Street, S.W., under the Chairmanship of Mr. Lloyd Harris, previously head of the Canadian War Mission, Washington. The primary aim of the Mission is to re-establish and extend the old trade connections which existed, prior to the War, between the Dominion and the Mother Country. Canada has available for export large supplies of foodstuffs, timber, paper and wood pulp, asbestos, nickel and agricultural products. The desirability of her importing any necessary supplies from the Old Country or other parts of the Empire has not been overlooked, and information with regard to Canadian trade will be gladly supplied to all who desire it by the Secretary to the Mission.

News from Head-quarters.

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MEMBERSHIP LIST.—We have received some very appreciative and encouraging remarks about our 1918—19 Membership List, which made its somewhat belated appearance last month. Among others, Lord Hardinge of Penshurst writes: "It is a wonderful testimony to the success of the Club, which seems to grow every day. I congratulate you warmly upon it." Lord Milner sends his "Hearty congratulations on its length," while Earl Selborne comments—"A wonderful triumph, let me say."

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ROLL OF HONOUR.—Several of our Members have written to us at different times suggesting that the Over-Seas Club and Patriotic League should compile a Roll of Honour of all those of its Members who have given their lives for the Empire. If it were possible to make such a Roll of Honour complete, together with the name, rank and regiment of the Member, we should gladly agree to do this. After having gone carefully into the matter, however, the Central Council has reluctantly decided not to undertake it, as unfortunately it would be impossible to include more than some 50 per cent. of the names—so many of our Members on active service belonged to local Branches and did not notify Headquarters of their movements. There are a host of similar difficulties, and we know that every Member will endorse our decision that it is better to issue no list rather than an incomplete one.

* * * * *

HOSPITALITY FOR OVERSEAS SOLDIERS.—To those of our readers in the Old Country we would like to draw attention to the excellent work of the International Hospitality League which has been instrumental in giving thousands of overseas men introductions into Old Country homes. Captain Massey, who is on the staff of the League and a Member of the Over-Seas Club, has asked us to make a special appeal to all our Members in Great Britain who are in a position to do so, to offer hospitality to overseas soldiers on

News from Headquarters.

leave. We shall not long have the privilege of welcoming and entertaining these men who are rapidly being sent back to their homes overseas, and we very much hope that as many of our Members as possible will make a great effort to ensure that their last leave in the Old Country will be a pleasant one. All offers should be made to Captain Massey at 25, Montagu Street, Russell Square, W.C.

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A WELCOME VISITOR.—We had a very welcome visitor at Headquarters last month in Miss G. Turnley, the Secretary of the Liverpool Branch, who came to Headquarters to get an insight at first hand into the workings of the Club in all parts of the world, and to study our methods of organisation. In the absence of Lady des Voeux, Mrs. Wallis, who is in charge of the Branch and H.C.S. Section, initiated Miss Turnley into the work of the various departments. At the invitation of Miss Wrench, Miss Turnley also visited the Babies of the Empire Training Centre, and has gone back full of enthusiasm and determination to help on the great work which the Society is doing. The Liverpool Branch are collecting funds to open their own much needed club rooms, but as soon as they have accomplished this purpose they hope to do something really worth while for the Overseas War Memorial. Mr. W. L. Rea, Chairman of the Liverpool Branch, has been elected a member of the Central Council.

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PEACE BONFIRES.—Letters are beginning to pour in from all parts of the world from various friends of the Over-Seas Club, telling us the site which has been chosen for the lighting of the peace bonfire. We hope that there will be no district throughout the Empire without such an illumination. If we receive the necessary data in time we hope to publish a map of the world showing where the chain of bonfires organised by our Members will run. It will be a wonderful spectacle, and it is most inspiring to think of these bonfires sending their messages from peak to peak when the great news of the signing of peace is received.

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FUTURE OF INDIAN WOMEN.—There was a delightful lecture at Headquarters on April 15th when Mrs. Sen (wife of the Educational Adviser to Indian Students in London) addressed the Members on "The Future of Women in India." Mrs. Sen is an accomplished woman with an excellent command of English and a charming delivery, and was a delight to our eyes as she was dressed in her own beautiful native dress. The lecture was on a high level, and was an eloquent appeal and vindication of the women of India, who look forward to exercising the right of franchise and to taking their place side by side with men.

News from Headquarters.

Lord Sinha had promised to take the Chair, but unfortunately was detained in Paris at the Peace Conference. His place was most kindly taken by Sir Joseph Ward, Ex-Premier of New Zealand, who gratified all the ladies present by his appreciative and sympathetic references to women and their work in New Zealand and other parts of the Empire. Dr. Pollen, who has spent many years in an official capacity in India, seconded the vote of thanks to Mrs. Sen. As Mr. Wrench was in France, Miss Wrench and Mr. G. B. Dodwell of the Central Council, received Mrs. Sen and Sir Joseph Ward.

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NEW MEMBERS.—We are glad to say that our membership campaign is showing excellent results in the past month. We wish it were possible to publish a list of our new Members with each issue of "Overseas," but as space will not allow this, we would like to make special mention of the following who have joined our ranks. Life Members :—Rt. Hon. Earl Grey ; Sir E. Davson, K.B.E. ; Messrs. A. Essery, E. H. Newbigin, J. Newbigin, of Bilbao ; Sir. H. Pinching, K.C.M.G., Vevey, Switzerland ; Mr. J. Lomaz, Territet, Switzerland ; Mr. S. H. Denniston, Santa Cruz ; Mr. N. H. Jackson, Livingston, North Rhodesia ; Mr. R. Charnley, Lydenburg, Transvaal ; Lt.-Col. J. S. Liddell, Cairo ; Mr. E. A. Young, Chinkiang ; Miss E. C. Clark, Foochow ; Mr. W. P. Galvin, Honan.

Annual :—Hon. Sir E. R. Fremantle; Mr. Sydney Walton, C.B.E.; Hon. Sir J. M'Call, M.D., LL.D., Agent-General for Tasmania ; Mr. E. Le Breton Martin ; The Hon. J. D. Connolly, Agent-General for Western Australia ; Brig.-Gen. T. Griffiths, of the Australian Imperial Force ; Captain J. I. Massey, of the Australian Y.M.C.A.

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COUNCILLORS.—At the last meeting of the Central Council the following were nominated and elected : Hon. F. M. B. Fisher ; Mr. Arthur S. Bull ; Lt.-Col. G. ff. Lascelles ; Mr. Alec L. Rea.

OBITUARY.—We would like to take this opportunity of offering our sincere sympathy, and we feel sure that of all those who read these lines, to the friends and relations of the following Members whose names have been forwarded to us during the last month as having died : Mr. D. W. Tyrer, killed in the disaster in Halifax in 1917 ; 2nd Lieut. H. D. Osborne, died of influenza in France ; Mr. Ernest G. Grew, of Maury Road, London, N., who died in France after influenza ; Mr. E. L. Abrahams, of Kaikoura, New Zealand ; Mr. F. Bodden, from Honduras, who died in Jacksonville, U.S.A., of influenza ; Mr. F. R. Speedy, of Capetown, South Africa ; John McKenzie Macfie, son of our H.C.S. at Dunchurch, killed at the Battle of Fresnoy, May 3rd, 1917 ; James Symonds (C.S.-Major), of De Put, Rustenburg, South Africa, killed in Flanders ; Miss Ethel Wright, Pulborough, Sussex ; Mr. P. E. O. Carr, Saltullo, Mexico ; Mr. H. K. C. Fisher, of Singapore, died at Berkeley, Cal., U.S.A. ; Mr. L. Talbot, of Asuncion, Paraguay, South America, killed in action ; Mr. H. J. Hamilton, of Rochester, N.Y., U.S.A., killed in action ; Mr. Clifton W. Bingham, of Christchurch, New Zealand ; and Mr. C. J. Wenman, Horta, Fayal, Azores.

News from Head-quarters.

SAO PAULO BRANCH.—Mr. T. B. Muir, who has been Hon. Treasurer of the Sao Paulo Branch since its inception, and who has done excellent work for it, is coming to England. In his absence, and that of Mr. Bott, the Hon. Secretary, Mr. V. A. Harris, is kindly undertaking the duties of both Treasurer and Secretary. The Sao Paulo Branch have sent the most splendid contributions to our War Funds during the past four years. The latest remittance to hand is £650. We are looking forward to having Sao Paulo well represented in our War Memorial Building.

CARTHAGENA, SPAIN.—Secretary, Mr. F. T. Berkeley. During the War the Carthagena Branch has raised over £2,000, and this money has chiefly been devoted to the British Red Cross, St. Dunstan's Hostel, Y.M.C.A. huts and Missions to Seamen. The Ladies' Guild has also forwarded very considerable quantities of clothing. Under the auspices of the local Branch official war films have been effectively shown in the various local cinemas, and a large quantity of propaganda literature distributed.

BOSTON.—We are delighted to hear the news of the formation of the Boston Branch early this year. Our first information was received on the Club note-paper of the new Branch. Mr. C. V. Knightley, our Hon. Corresponding Secretary there, has been instrumental in obtaining this happy result. The Acting Secretary *pro tem* is Miss Anna Irving, of Melrose. Miss Irving organised the most delightful first meeting of the Members by giving them a tea in the old English oak dining-room at the American Y.M.C.A., kindly lent for the occasion. As soon as the Boston Branch has received a charter from the U.S. Government, legalising their position, they are forwarding us full lists of their Members. We are very much looking forward to hearing news of their further development.

ALGIERS, AFRICA.—Algiers affords a splendid instance of what can be done by a few enthusiasts in the face of great difficulties. Although the British community keeps on changing, and the Algiers Branch does not possess many rich Members, yet the spirit of the Committee and the enthusiasm of the Members are so little daunted that, as a result of their splendid efforts, sums much larger than could normally be expected have been forwarded for the War Memorial to Headquarters. The Algiers Branch always takes a keen interest in the success of the Babies of the Empire Society, while they are supporting two Red Cross hospital beds. Our warmest thanks are due to Mr. A. C. Benecke, Chairman, Major F. A. Walker, Hon. Secretary, and Mr. Joseph Turner, Hon. Treasurer, and all their helpers.

MANAOS, BRAZIL.—The fourth Annual General Meeting of the Manaos Branch has just been held, and it is satisfactory to learn that during 1918 the total of over £1,374 has been forwarded to Headquarters for various purposes. Our thanks are due to Mr. Fontinelli for his assistance in connection with the exhibition of British war films. This exhibition was the means of raising over £210 for the Red Cross Society. At the Annual Meeting the Branch was formally reconstituted on a post-war basis, and we are looking forward to great things from it in the future. The Committee for 1919 is as follows :—Hon. President : Mr. David Brown, Acting British Vice-Consul. Chairman: Capt. James Fairweather. Hon. Treasurer: Mr. W. A. Penney. Hon. Secretary : Mr. Alex Macrae. Hon. Auditors: Mr. S. S. Bensley and Mr. L. E. Deane. Committee: Messrs. Alex. Macfarlane, F. Higson, S. W. C. Russell, A. T. S. Hore, A. J. Billett.

ORURO, BOLIVIA.—Mr. T. J. Hooper and the Committee of the Oruro Branch have throughout the War done splendid work for all our war charities, and, by means of lotteries, etc., have sent us a goodly sum of money. We are particularly gratified to note how these business men whose leisure is so very short, are doing so good work for our cause in

(Continued on page 76.)

London and the Brownings' Love Story

TO him whose eyes are not holden, London is an enchanted city, a storehouse of endless delights. Monotony need never dog our footsteps as we tread the labyrinth of its streets ; by a mere effort of will we may walk in company with Pepys or Dickens, may slip along narrow Paternoster Row with Charlotte Brontë, or, on Hampstead Heath, float paper boats with Shelley.

The other day the fancy took me to visit the haunts sacred to the memory of Browning, and, first of all, I went in search of the street where he was born. A south-bound tram deposited me in Camberwell, where a dreary stretch of characterless houses confronts one on every side. With the help of a friendly policeman, I soon found Hanover Street ; the actual house has long since been pulled down ; no tablet or memorial has been put up to mark the spot. About a mile away, in York Street, still stands the chapel where he was christened, very uninspiring to look at, and now called Browning Hall, and used for social reform meetings. It was here that the Browning family worshipped, and, as he sat in the hard, stiff pews and listened to the long-winded discourses of the minister, what thoughts, I wonder, passed through the eager inquiring brain ?—thoughts perhaps some day to find expression in lines such as those in " Christmas Day."

From Camberwell to 60, Wimpole Street, it is a far cry, but round this spot, of all others on earth, it is that the spirit of Browning seems to linger. Here, from 1841 to 1845, Elizabeth Barrett passed her imprisoned days, tied to sofa or bed, mourning for the brother who had been everything to her ; pouring forth her sad heart in the songs which were to arrest the charmed attention of Robert Browning, and be the means of bringing him to her side. One pictures the postman leaving his first letter, with its post-mark of January 10th, 1845, at the door ; that amazing first letter of Browning's to the woman he had never seen, beginning : " I love your verses with all my heart, dear Miss Barrett," and going on to reiterate, on the next page, " I do, as I say, love these books with all my heart—and I love you, too." That heart of his had leapt into flame at the mere sound of her words, he was hers from that moment ; and to read the sonnets from the Portuguese is to know with what passion of wonder and surrender she returned the utter devotion and love which he gave. But no poem which either of them has ever written can be compared to the story of their love ; to the story of the twenty-one months during which he wooed and won her, " his lyric love, half angel and half bird," and the fifteen perfect years of utter oneness which followed.

As I gazed at the silent house, I thought of that May afternoon, in 1845, when first he stood on her doorstep, penetrated up the

London and the Brownings' Love Story.

stairs and into the quiet room, saw for the first time, with strangely beating heart, the little frail figure on the sofa, the small face shadowed by drooping locks, and the great eyes. Here, henceforth, he came week by week, living through the rest of the seven days for the sake of that one hour. What did they speak of, those two whose letters are so wonderful that, as we read, we have a sense of penetrating into precincts so sacred that surely they should have been kept wholly secret and enclosed? It is easy to picture it all: the dim room with shutters half closed to the summer sun, and sweet with the flowers he loved to bring; his eager, vivid face and strong, vibrant tones, and the answering fire in her eyes as she listened, leaning forward with "that great brow and the spirit-small hand propping it."

Then came that strange day, September 12th, 1846, when Elizabeth Barrett slipped out of the house, through that very door which our wondering eyes may look at, and was carried away, in the familiar brougham, to Marylebone Church, where Browning awaited her; their ninety-first meeting and their wedding day. The church is there, unchanged, and one may stand, as I did, on the very spot where they stood when he slipped the ring on her little hand, and rivetted her to him outwardly as she already was in heart and soul. The tyranny of her father made the secrecy necessary, and though she returned to the house that morning as if nothing had happened, she left a few days afterwards for ever, left it to meet Browning at Vauxhall Station, and be swept away, by a five o'clock train, to Paradise under Italian skies.

In 1861 she died, died in his arms on a June morning in their Florentine home; and writing of those last moments, he says: "Then came what my heart will keep till I see her again, and longer—the most perfect expression of her love to me within my whole knowledge of her."

After a few months of restless wanderings, he returned to London, and made a home for himself at 19, Warwick Crescent. It was here that he lived through the interminable twenty-seven years of their separation, and I felt, as I looked at the house, as if the cloud of his sorrow still hung over it. And yet it is a peaceful spot, with green trees around, and a long stretch of canal which lends a curious charm to it. I seemed to see his lonely figure standing at the window, looking, with vacant eyes, out across the quiet water, seeing, perhaps, as he gazed, not the London canal, but Venice and its streets of water and the gondolas of their dream world.

After his death, copied in his little Greek Testament, in his own writing, were found the following lines: "Thus I believe, thus I affirm, thus I am certain it is, that from this life I shall pass to another, There, where that lady lives of whom my soul was enamoured."—*Dante*.

H. d. V.

Women and Food Production

[*We are anxious to develop our Home Maker's section and make it of great value to our women readers in all parts of the world. We have been fortunate enough to secure the co-operation of Mrs. Ernestine Mills, a well-known authority on all matters pertaining to the home. Our readers will recollect her interesting article entitled "My Ideal Home" which appeared in the April issue. Mrs. Mills will be delighted to receive criticisms or suggestions from readers, while as already stated, all senders of "Best Way" tips are entitled to nominate a friend to receive six free issues of "Overseas."—Editor.*]

> "*A lady, the wonder of her kind,*
> *Whose form was upborn by a lovely mind,*
> *Tended the garden from morn to even.*"

Women and Food Production.

SO sings Shelley, in his immortal poem "The Sensitive Plant." But I have always felt that the lady was most unfitted for her job. For one thing, I am convinced that she was unsuitably dressed. The fact that her beautiful hair trailed over the grass is quite enough for me. Her shoes were probably thin and ornamental, and, what with wet feet and that damp hair, and working from morning till even—although it was only a flower garden, and not war time—it is no wonder the poor thing died before the first leaf turned brown. If there is one thing our land girls have learnt here during their splendid spell of work, it is the importance of being suitably dressed. Women have always done agricultural work, all over the world, usually under the least favourable conditions. In England potato lifting, weeding, and haymaking have always been women's work, and on the Continent much laborious field work has been done by women from time immemorial. But never until the last three years have women been properly paid or suitably clothed for work on the land, and this just makes all the difference in the world. Look at the pre-war type, the agricultural labourer's wife, in her long, dragging, heavy skirt, her wretched boots, her unsuitable headgear ; the land worker of to-day, in her sensible gaiters and high stout boots, corduroy breeches, and becoming smock or tunic, can work with half the fatigue, and without any risk from damp or cold.

Women and Food Production.

We in England have only just begun to realise how much women can do in the way of food production. Although the War is over the shortage of food seems likely to continue all over the world, and we can only help to pay for the wastage of these years of war by increased production all round, so our gardens ought certainly not to be demobilised in a hurry.

One great advantage of a food garden is that every member of the family can help to make it a success. The children can do a great deal with a little encouragement and supervision—even the smallest girl can find entertainment in popping beans into holes or sprinkling peas into a trench, while all the varied operations of planting, tending and harvesting, afford opportunity for lessons in "Nature study" of a most practical kind.

Our own food garden was started in a Sussex meadow, which, until three years ago, had within living memory grown nothing but hay. The soil is heavy clay, it slopes to the south, and is sheltered from the winds by a broad belt of oaks all round, with a dense undergrowth untouched for years, gay, when we started work, with masses of primroses, daffodils, and violets. A little stream runs along one side of our meadow and is lost in a baby wood at the end. And in the wood is a most lovely deep pond, with high steep banks covered with wild things, a pond which locally has the reputation of being "bottomless," since it always remains at the same level, and is evidently fed by a spring. It was our great ambition to turn this pond into a fish pond, such as the Sussex monks were famous for in the olden days, when transit was not so easy and a well-fed carp was the only fish they could rely upon in the inland villages. But I fear our food supply will not be affected by our pond—if I did not dread the stern eye of the Editor, who will say I am wandering from my subject, I should like to tell of the water lilies we planted, just as a relief from endless cabbages and potatoes, and of the one fat goldfish who, after years of dull imprisonment in the nursery aquarium, was turned into the pond, which we are convinced he regards as heaven!

We started our War garden with typical English spring weather, that is to say, cold winds, rain, and a heavy fall of snow just as we were planting our early potatoes.

About half an acre had been ploughed and manured in the autumn, but by April it was all covered with weeds, and we started to dig it before planting. I do not recommend any woman to dig a heavy clay soil if she can possibly get a man to do it for her. Labour was very scarce in Sussex three years ago, but I did not dig my own potato patch. I dug about a yard, and then I found a strong man.

Planting potatoes is quite easy, any woman can plant enough in a couple of days to feed her family for a year, and, beyond hoeing up, they need very little cherishing.

SEAGULLS.

From Three Continents.

Photographs from Aden, Rhodesia, and California, sent by our Members.

Camel Cart, Aden. Aden is one of the hottest places in the world. Sent by Miss L. S. Hinde, Capri, Italy.

Mail arriving at Shanwa P.O., Rhodesia. The native huts have walls of galvanised iron, usually brick lined, and a thatch roof. Sent by Mr. R. H. Brown, Felixburg, Rhodesia.

The Spanish Mission House at Santa Barbara. Sent by Mr. W. F. Wilson, Dewey Ave. Honolulu.

Women and Food Production.

We also planted parsnips, turnips, broad beans, peas, vegetable marrows, and various herbs, rows of Jerusalem artichokes, and a hedge of their cousins the sunflowers, the ripe seeds of which we were told make valuable food for fowls. When the potatoes were hoed up we planted dwarf beans between the rows, and these were most useful. The dwarf green haricots were particularly successful, they are excellent eaten green, and, when dried, make a delicious winter dish. We dried all kinds of beans, much to the surprise of our neighbours, who were in the habit of simply pulling up their plants and burning them when the beans were too old to cook green. Perhaps this was because before the War we could buy haricot beans so very cheaply, but, as a matter of fact, these are not nearly so nice as home-grown beans, being dried in kilns they are very much harder and have less flavour. Theoretically it is correct, if you wish to preserve beans for winter use, to leave them growing until the pod is quite thin, like paper, but in England the late summer is often wet and damp, and the pods are liable to get wet and mouldy before they arrive at the papery stage. The beans dry quite well if picked when a fair size and put to dry in a sunny shed or window. We used to shell them in the evenings (here again the children can help) and leave them on trays to dry. The brown Dutch bean, the little reddish bean known as Ne Plus Ultra, the white runner bean (a most prolific variety), and the green haricot, provide most useful winter dishes, and their varied colours can be arranged with quite decorative effect on the dinner table.

Last year every one was advised to dry vegetables, the Food Production Department issued a leaflet on the subject. It is a very easy though tedious process. Trays of fine wire stretched across wooden frames are easily made, and on these green vegetables, cut into shreds, are placed. They are left in the oven with the door open—this can be done at night when the cooking is finished—and in a few hours your beans or cabbages look like dried grass. They can then be put in muslin bags —they take up very little space — and kept until the winter. Before cooking they should be

Typical Land Girls.

Women and Food Production.

soaked for an hour, when they will swell up almost to their original size. But I must say they never taste at all like fresh vegetables. The French dry pea pods in much the same way, letting them get quite brown or black, and use them for flavouring winter soups. There is no doubt that dried vegetables lose most of their anti-scorbutic qualities. We are beginning to learn a little more about vitamines, those mysterious substances whose chemical nature has not yet been determined. We know that they are essential to health and growth, that they are only present in fresh foods, and that "vitamine" is present in large quantities in the fat of fresh milk.

In its absence growth may cease, repair of wounds be interrupted, and various diseases, such as scurvy, pellagra, or beri-beri, may arise. No one can keep well for many months on a diet of preserved foods only, so we must not place too much reliance on dried vegetables as complete substitutes for fresh food. Fortunately many of our root crops can be kept through the winter without drying, and, with successive planting and a little care, we can grow green vegetables, even in England, practically all the year round. Bottled fruit and vegetables are a distinct improvement upon those preserved by drying. Vacuum bottles, with either glass or metal tops, are now to be procured at quite moderate price. The glass covers are best, and as the same bottles can be used year after year, only the rubber rings needing renewing, they soon repay their cost.

The process is simplicity itself. The bottles are filled with fresh fruit, a very little water is added, no sugar is necessary. The covers are clamped on with little metal clips, and the bottles placed in cold water up to the necks—a fish kettle can be used, placing a little hay between the bottles to prevent breakage. The water is then slowly brought to a temperature of 160 degrees F., which is the maximum required for sterilising fruits, and it is kept simmering for two or three hours. Take the bottles out, leave them for forty-eight hours before removing the metal clips ; it will then be found that the covers are quite tightly fixed, and the contents of the bottles will keep fresh an indefinite time. Of course it is best to use a proper bottling apparatus, which we have used successfully for years. With this the most inexperienced will find no difficulty in stocking the store room with a variety of fruits for winter use. Vegetables are more troublesome to bottle than fruit, and green peas, which are very popular, must be sterilised twice to ensure their keeping. Broad beans are excellent bottled ; they must first be shelled, then each bean should be peeled before being placed in the bottles. It takes a little time, but they are particularly good. Green gooseberries and raspberries are among the most useful fruits to bottle.

Any suggestions or questions from readers overseas, on these or other topics of interest to home makers, will be welcomed. I often feel that our menfolk who have had a spell of doing their own housekeeping could give us some valuable hints. ERNESTINE MILLS.

Suggestions and Recipes

RUIT SALAD.—Make a syrup by boiling ½ lb. of sugar in a pint of water until fairly thick. Add to this a tablespoonful of Maraschino (this is not absolutely necessary, but it very much improves the dish). Peel and quarter three oranges, remove the pips and as much of the white skin as possible, cut the quarters into small pieces. Any ripe fruit, raspberries, grapes (with skin and pips removed), bananas cut small, and a tin of pineapple cut into tiny squares, can be used. Put all the fruit into a large salad bowl, pour the syrup over it, and leave for an hour or two before serving. Always keep all the juice with the fruits. Serve with dabs of whipped cream on the top, or with cream in a jug separately. Bottled fruits may be used.

TO MAKE AN ATTRACTIVE SUPPER DISH FROM A TIN OF CORNED BEEF.—Take a small tin of corned beef, four eggs, a tablespoonful of chopped parsley, pepper and salt, and three leaves of gelatine. Cut the meat into neat pieces, scramble the eggs in a saucepan, with a little butter or margarine, add the seasoning. Dissolve the gelatine in a little milk, stir in the rest of the ingredients, put into a well-greased mould. When cold turn out on to a dish and garnish with cress or watercress.—Miss F. Woolford, Kensington, London.

BOTTLED FISH.—I have successfully bottled fresh herrings with Fowler and Lee's apparatus, the flavour being quite as good, if not better, than that of the fresh fish. Clean the fish, place in the bottles whole, with a little salt, and sterilise them in their own juice, with the covers not fastened down, until they seem thoroughly cooked. Let them cool, close the covers with the clips, and sterilise again for two or three hours at a temperature of between 190 and 210 degrees. Other fish could be preserved in the same way.—Mrs. A. Payne, Studland, Dorset, England.

PICKLED MUSHROOMS.—Small button mushrooms are the best for pickling, but older ones can be used. Put them in a jar, and sprinkle with salt, allowing an ounce of salt to every quart of mushrooms. Let them remain for twenty-four hours, then cover with boiling vinegar, a few peppercorns, and a little mace may be added. When cold bottle in wide-mouthed bottles ; cork tightly.

APPLE JELLY.—This is excellent if made with crab apples, but any apples with red peel can be used. Cut the apples into quarters, do not peel or core them. Put them at once into a preserving pan, add three pints of cold water to every pound of apples, bring to the boiling point, and boil fast for half an hour. Rub through a hair sieve, and for every pint of juice allow one pound of white sugar. Replace in preserving pan and boil quickly for half an hour. Pour into small jars ; it will set as clear red jelly. Cover with parchment jam covers.

LAVENDER BAGS.—Half a pound of lavender flowers free from stalks, half an ounce of dried thyme, an ounce of common salt dried. Mix, and put into small muslin or silk bags.

SEED PANS.—The cardboard containers which are now used so much in place of china vessels for jam and other foodstuffs make excellent pots in which to start seeds—such as vegetable marrows—under glass. Fill with comfort and plant the seeds; when the seedlings are ready to put out of doors simply place the whole container in the earth. The vessel quickly rots, and the roots of the plant are undisturbed, so growth is never checked.

News from Head-quarters.

Continued from page 68.

Bolivia. The Oruro Branch embraces a wide area, as many Members live 100 miles away.

GIBRALTAR.—We have a very good friend in Gibraltar in Mr. W. J. Hoare, who devotes the greater part of his spare time to the cause. We are hoping to welcome Mr. Hoare very shortly when he comes to England on leave.

TIENTSIN.—We are glad to know that Mr. Twyford Thomas has now returned to Tientsin. Mr. J. W. Pollock has filled the double position of Hon. Secretary and Hon. Treasurer in his absence, and the Central Council would like to express their appreciation of his work in this connection.

TANGIERS.—Fifty-eight Members. Tangiers will be represented in our War Memorial Building, as they have already sent us a donation of £50. In spite of the fact that Tangiers is not yet big enough to have attained the dignity of named streets, the work of the local British community has had splendid results. Last year's Committee has been re-elected as follows :—President : Sir Harry Maclean, K.C.M.G. ; Mr. W. B. Harris, Mr. John Russi, Mr. G. F. Moore; Mr. L. Biddulph, Hon. Treasurer; Mr. J. M. Berutich, Hon. Secretary ; Mr. E. Chappory, Mr. D. W. Macleod, Lady Maclean, and Miss Drummond Hay.

HALIFAX.—Two hundred and twenty-eight Members. Major J. Plimsoll Edwards, the Hon. Secretary, and Judge Russell, President, are mainly responsible for the success of the Halifax Branch. There are few Branches which have made such excellent progress during the past few months, and we are most grateful to all our good friends to whose activities this result is due. The most splendid batch of 104 Members has just been received.

KATANGA.—Hon. Sec. and Treasurer, Mr. W. J. Ward. During the War the Katanga Branch has devoted the greater part of its energies to an Overseas War Savings Association, with excellent results. We hope now that they will turn these same energies into equally profitable channels for the Empire's good. They are anxious to start club rooms locally, but owing to the shifting population, are not sure whether they will be strong enough numerically and financially. We hope, however, that the Katanga Branch will consolidate themselves, and soon be in a position to support club rooms. We were delighted to welcome the Rev. F. W. Winnington Ingram at Headquarters the other day.

H.M.S. "NEW ZEALAND."—We are sorry to learn of the disbandment of the flourishing little Branch, as several of the crew are now being paid off and the demobilised men scattered to all parts of the earth. Mr. H. A. East, our energetic Hon. Corresponding Secretary, and Mr. P. J. Voysey, have been very good friends on board ship. We are delighted to learn that Mr. East hopes to organise a local Branch wherever he may settle down.

CEBU, PHILIPPINE ISLANDS.—Though only a small Branch the Cebu Committee is a very active one. The Secretary is Mr. J. C. Sloan, whose interesting letters are always much appreciated at Headquarters. Mr. Sloan has asked us to say that the Committee would be so delighted if Members of the Committee of other Branches would communicate with them. They are very keen on the idea of each Branch linking up very definitely with another. They do not wish any such linking up being used as a means of the exchange of postage stamps, etc., unless of course individual Members care to take these matters up between themselves. We are interested to note that the Cebu Branch are now turning their attention very definitely to the War Memorial, the immense possibility of which they fully appreciate.

HERTHA CHESSHIRE.

FROM A WOMAN'S STANDPOINT

From a Woman's Standpoint.

THE SERVANT QUESTION.—There are columns in the press just now on the harassing subject of domestic help, for though so many women have been demobilised a great many still fight shy of returning to service. Both mistresses and maids write letters to the press, and some are very illuminating. Of course there are faults on both sides, but it certainly is a little humiliating to find how many women seem to have treated their maids as domestic machines rather than human beings, and lurid tales are not wanting of the tyranny of upper servants over their staff.

So many girls speak of their loneliness when they have any time "off." They have nowhere to go and no friends to invite to tea, and the suggestion that there should be hostels and clubs for domestic workers is evidently finding favour in the eyes of the girls themselves and amongst those who are grappling with the problem. Very few women apparently dislike cooking and cleaning, but they do resent the conditions they work under, and they are sensitive at being looked down on. They are fortunate at this juncture in having such an able advocate for their cause as Miss Jessie Stephen, who spent seven years in service herself, and is now an organiser of domestic workers for the National Union of Women Workers. Her knowledge has been formed at first hand, and, being an intelligent woman with a broad outlook, she is able to see

DOMESTIC SERVICE UNIFORM.
A sketch of the official uniform adopted by the Domestic Service Association of Newcastle-on-Tyne.

From a Woman's Standpoint.

both sides of the question. She readily admits the trials endured by all too many mistresses through untrained and consequently expensive maids, but she rightly pleads that the housewife should be trained in her duties as well. Miss Stephen advocates a State-aided training of two years for girls leaving school at fourteen, a fixed scale of minimum wages, a ten-hours' day with two hours for meals and two hours for recreation, as well as an afternoon and evening off once a week, and alternate Sundays, and she looks forward, as who of us does not ? to a great advance in labour-saving appliances, reducing the work of a household to a minimum.

I wish some enterprising American firm would equip a model flat in London, so that we might all see for ourselves how the thing is done. I read tantalising accounts of boots and silver and china being cleaned by pressing a button—of cupboards that are illuminated as you open the door—of dust-destroyers and family wash-tubs, which only require the turn of a handle to do their work. Meanwhile our days are passed in an endless round of unnecessary detail and scrappy meals. I do beg any readers of " Overseas " who read these lines to send us any suggestions they can towards making our homes and houses the ideal places they might be.

Miss Miriam Sabbage.
The winner of the *Daily Mirror* Beauty Competition.

NO MORE FOOD WORRIES.—Our food worries are almost over, except for the high prices still prevalent. Sugar boxes are rapidly becoming out of date ; coupon books can stay at home and need not live in one's pocket ; matches—whole packets of them—a dozen at a time—are to be had for 1s. 3d. I was gladdened by the sight of a lorry piled high with banana crates the other day in the city. Raisins and currants enrich our cakes and puddings and éclairs and iced dainties fill the confectioners' once more. The only thing we must still take with us, if we pay a visit, is butter, for of that there is still a shortage.

BEAUTIFUL WAR WORKERS.—Quite a lot of interest has been aroused by the search by the *Daily Mirror* for the most beautiful girl

From a Woman's Standpoint.

war-worker in the British Isles. Fifty thousand girls sent in their photographs, and the judges, who included Mr. Solomon J. Solomon, the well-known painter, and Miss Gladys Cooper, the actress, had a difficult task in selecting the winners. Finally the thirty "possibles" were invited to lunch at the Savoy to meet the judges, when the prizes were awarded. The girls drank to the toast that the best girl might win. Our readers will be interested in seeing photographs of the first and second prize-winners, Miss Miriam Sabbage and Miss Gladys Marsh, the former receiving £500 and the latter £100, and they are also to be given a week's free holiday in France, the journey to be made by aero-Pullman.

Miss Sabbage has been a bank clerk since the early days of the War, replacing a man and spending all her Sundays at a V.A.D. Hospital, "doing her bit" up to the hilt.

Miss Marsh is a clerk at the Air Ministry. They are both out-of-door girls, and look as fit and fresh as they are beautiful.

Looking at their bonny faces raises the question whether the fashion in beauty changes. Do we admire the same sort of type that our ancestors did? It is doubtful, for to-day to be beautiful is to be strong and healthy too. I heard a curious little fact the other day bearing on this subject. An artist in Chelsea bought up all the seventeenth and eighteenth century frocks she could find and hired them out for fancy balls or plays, only to find that all her dresses were so small they would only fit very few of her customers.

EFFICIENCY AND OFFICIALS.—London is inexhaustible. The longer one lives here the more one realises that one can never come to the end of the wonder and interest of this most wonderful of cities. It was said of Zola that he wanted to write a "Londres" as companion to his volumes "Paris" and "Rome," and came here to study his subject, but, after a stay of several weeks, he gave up his project in despair. "It is too vast," he said, "I cannot grapple with it, there are a hundred Londons and each one the study of a lifetime." Recently I have stepped into a world within a world, through my visits as a reader to the British Museum. My

Miss Gladys Marsh, who won the second prize for the beauty competition run by the *Daily Mirror*.

From a Woman's Standpoint.

first visit was a surprise, and I have not yet recovered from my amazement at the efficiency of the arrangements and the delightful courtesy of the officials. To become a reader is a simple matter. You write for and fill in an application form, send a proper reference, interview an official in a sanctum, hidden in the heart of the building, and from thenceforward you are at home—and are accepted as one of the brotherhood. After an absence of some weeks I offered to show my ticket at the swing-door, but the official waved my offer aside with the air of a host welcoming an absent guest.

THE HUMAN TOUCH.—To be welcomed, not merely tolerated, in a Government department is a new sensation. But what is even still more amazing is the fact that these men and women, secure in their positions, who spend their lives among the memorials and memories of the past, are not only kindly and benign, but human. Can it be that in that silent dome of immense proportions, watching quietly from behind their counters where the readers come and go with requests for books, that they have time to meditate upon the vanity of things, time to ponder over the strange conglomeration of human beings who find their way within the hospitable walls of the British Museum? They are a curious study, those students of every age, who spend many hours pouring over their books on either side of the tables which radiate in long lines from the centre of the building.

Entertainers who come to look up jokes and stories for their next performance—writers who wish to verify statements—old, old men and women, white-haired and bent, who creep in for the warmth or because they are so alone in the world. One old lady, witch-like, with poor twisted hands and feet but the possessor of a gay and gallant spirit, has been going there for forty years, and is a close friend of some of the officials, who have been there almost as long as she.

GIRL GUIDES.—A useful meeting took place last month between the Girl Guides and the representative of various Imperial organisations, for the purposes of founding an Imperial Council to deal with all matters affecting British Girl Guides overseas.

Lady Baden-Powell was in the chair, and it is largely due to her untiring efforts that the Girl Guides have gone ahead so splendidly in this country ; they are essentially a live body and deserve every support. Miss Wrench represented the Over-Seas Club and Patriotic League on the Council, and will be very glad to answer any questions regarding the movement.

Members of the Club will be interested to hear that, before her marriage, Lady Baden-Powell was Miss Olive Soane, and when she became engaged to Sir Robert he sent her his Over-Seas Club badge, as the little emblem formed her initials.

A WAYFARER.

The O.S. War Memorial: Another £1,000 Collected.

THAT still another £1,000 has been collected during the past month proves that the War Memorial appeals very strongly to our members. The total subscribed to date is a little over £11,000, and several branches have written to say that they are keeping contributions back in order to forward a splendid sum on Empire Day.

Another three donations of £100 have been received in connection with Mr. Wrench's offer of giving to the fund £100 on Empire Day provided twenty-four other similar sums were received. The generous donors are the Pernambuco Branch, £160; Mr. G. B. Dodwell, £100; and Mr. Adolphus Walbaum, of Valparaiso, £100. Only three more contributions of £100 are now required in this connection, and we feel sure that branches and individual members alike will make a special effort to secure these amounts before May 24th.

Empire Day is a day in which we can afford to pause and count up the gains and losses. It is up to us to see that the brave fellows who gave their lives for the cause of freedom shall be remembered, and that the spirit that was theirs shall urge us on to make this mighty commonwealth of ours a better and sweeter one because of their sacrifice.

Mr. C. W. Hill, of Messrs. J. J. Hill & Co., Cape Town, writes: "I trust the effort now being put forth will meet with every success and that during this year the War Memorial building will come into being — a visible, living tribute to our war heroes."

OVER-SEAS HOUSE. — "Please accept this small contribution with my best wishes for the speedy realisation of this great project, and I hope that before long the 'Over-Seas House' will become a permanent symbol of Imperial unity, as well as the connecting link in a great chain of good comradeship between Britons throughout the Empire and Overseas." — H. J. Woodley, c/o The Over-Seas Club, W.C. 2.

WAR MEMORIAL STAMPS POPULAR.—"I only wish that I was able to do much more for such an excellent plan, and I feel sure it will meet with generous response from all members. If each member will open a list and explain the good cause, it should have the support it deserves. I think the Memorial Stamps splendid, and no member should miss the chance to help in this way. When the great news of the armistice came we were all overjoyed, and I took the opportunity to ask for more help for the Overseas War Memorial." Miss Alice Alcott, Isolation Hospital, Tientsin, N. China.

OUR SONS AND BROTHERS. —"I desire my gift to be recorded as in memory of 'Our Sons and Brothers.'

"Your idea of a War memorial that shall be at once a club and a home appeals to me, for it is unthinkable that, after the experiences of the last four years, we should drift asunder again, and feel strangers and exiles in London, because as South Africans, Australians, New Zealanders, etc.,

The "Overseas" War Memorial Scales.

The dial shows over £10,000 collected, of which £944 was received last month. We have still a long way to go before reaching the desired total of £150,000.

we have never visited it before, and know not where to turn for a friendly face or a grip of the hand that really means 'We are glad to see you.'

"It is fitting that our 'Sons and Brothers,' who have made it possible, should be commemorated by a 'Home' in the head of the Empire, where her sons and daughters from its remotest bounds may repair at will to prove that it is in truth the Motherland."—Miss J. C. Bennett, Bird Street, Graaff Reinet, C. P., South Africa.

BRITISHERS IN CUBA.—"The Britishers in this part of the island will do everything in their power to send you a substantial donation before Empire Day next."—W. H. Ramsay, Administracion, Apartado 107, Guantanamo, Cuba.

HELP FROM QUEEN CHARLOTTE ISLANDS.—"In respect to your appeal, I have the greatest pleasure in informing you that I have requested my banker to forward to you the sum of three guineas as an offering to the 'War Memorial.' In addition I am making a collection in this settlement for the same purpose, but cannot, on account of the meagre size of the community, hope to raise a large sum, but I know that everyone will contribute as freely as they are able, and I have made a special point of impressing upon our school teacher the desirability of the children contributing. Before the receipt of the general collection, therefore, I should esteem it a personal favour if you would kindly acknowledge the children's contribution direct to the teacher (Miss Vivian Davis). I shall forward to you a list of all the donations, from which you can gauge the size of our small community."—Capt. J. B. Gilliatt, Sandspit, Skidgate, Queen Charlotte Islands, B.C., Canada.

The Memorial offers special scope for service to all, and the poorer member's mite is as welcome as the richest member's cheque. Mr. Harry Allison, of Kuingchow, North China, in sending on his quota, says: "It may buy one brick, if not it may buy a little cement to help make the building strong."

May that spirit animate us all in our efforts.

List No. 14.

	£	s.	d.
G. B. Dodwell, Watford, Herts.	100	0	0
A. F. Walbaum, Valparaiso, Chile ("*In memory of Lieut. William F. Walbaum, R.F.A.*") ..	100	0	0
The Hon. Secretary, Over Seas Club, East Rand, Transvaal (1st donation)..	50	0	0
Associated Newspapers, Ltd., Accounts Dept., Carmelite House, E.C.	23	5	8
Miss E. A. Golden, 35, Hornsey Lane, Highgate, N. 6 ("*In memory of Trooper Frederick Golden*")	10	10	0

OVERSEAS

The O.S. War Memorial: Another £1,000 Collected.

	£	s.	d.
G. A. Whitehead, Middleton, C.P., South Africa	10	10	0
Charles Higgins, Grand Bassam	10	0	0
Joseph Price, Rioja 112, Buenos Aires, *per* Seymour H. C. Hawtrey	10	0	0
Lt. Col. H. A. Sams, c/o Messrs. Cox & Co., Bombay (" *In memory of Major C. L. Price, D.S.O., Royal Scots* ")	10	0	0
Mr. and Mrs. Robert Lynes, 70, N. Watkins, Memphis, Tenn., U.S.A.	10	0	0
R. Radclyffe Cadman, Narcossee, Florida, U.S.A. (" *In memory of Lieut. A. E. Cooper, 2nd Regt., 1st S.A.I. Brigade* ")	10	0	0
Lady Emily Peel, Marina de Pisa, Italy	10	0	0
J. J. Gillate, Sth. Uynaad, Malabar, India (" *In memory of Lieut. G. Bidie, late Royal Scots and R.A.F., killed whilst flying, July 1, 1916* ")	10	0	0
F. T. Ede, Cachar, India (" *In memory of all those who fell in the war* ")	10	0	0
G. A. Fugellie, Hon. Sec., Magellan Branch, Punta Arenas, Chile	8	4	4
Captain Marsh T. Williamson } *per* W. Jardine, A.E.T., Port Alegre Branch	6	0	0
	6	0	0
Chas. L. Royle, Trujillo, Peru	5	5	0
Hugh L. May, Lourenco Marques, Delagoa Bay, F. Africa	5	5	0
F. D. Lance, Thabina, N. Transvaal	5	5	0
A. H. Mountain, Geraldton, West Australia (" *In memory of Lieut. A. H. T. Mountain, 16th Batt., Aust. Inf., killed in action at Gallipoli, 27th April, 1915* ")	5	5	0
Miss Marion Le Cappellain, San José, Costa Rica (" *In memory of Lieut. Cecil F. Crousaz, 1st South Stafford Regt., killed near Ypres* ")	5	5	0
F. C. Herbert, Ludlow, Salop	5	5	0
2nd Lieut. H. W. Barker, R.A.S.C., Union Bank of Australia, London (" *In memory of New Zealanders* ")	5	5	0
Leonard S. Ravenscroft, Denbigh Gardens, Richmond Hill, S.W. (" *In memory of Ernest Meek* ")	5	5	0
A. B. Aquire, Honolulu, Hawaiian Islands (" *In memory of the Yorkshire Regt.* ")	5	5	0
Guy Halifax, Quthing, Basutoland	5	5	0
Thomas Angus, Wankie, South Rhodesia	5	5	0
Sydney Cooper, Bahia Blanca, Argentina	5	5	0
Dr. Charles Lane Sansom, C.M.G., Kuala Lumpur, F.M.S.	5	2	10
Miss Ivory, *per* Chas. A. Power, Funchal, Island of Madeira	5	2	6
F. Leander Davis, Cape Town, S. Africa (" *In memory of Cyril Vincent Davis, Royal Fusiliers* ")	5	1	0
A. A. Fielding, San Salvador, Central America	5	0	0
Helen E. Reynard, Hillside, Newark	5	0	0
J. M. Beley, c/o Coate Bros., Memphis, Tenn., U.S.A.	5	0	0
John Hind, Hawi, Hawaii (" *In memory of Lieut. Bede Fenton* ")	5	0	0
Mrs. D. F. Hanson, 75, Cherry Tree Road, Sheffield	5	0	0
H. E. Burgess, Genuang Estate, Johore (" *In memory of Sergt. J. L. Burgess, 10th Hussars, killed in action in the Cameroons, and Lieut. W. F. Burgess, West Suffolk Regt., killed in action on the Western Front* ")	5	0	0
G. K. Oliver, c/o Butterfield and Swire, Shanghai, China	5	0	0
A. Forbes Campbell, Valparaiso, Chile (" *In memory of the men who have fallen* ")	5	0	0
Arthur F. Loveday, Casilla 43, Valparaiso	5	0	0
Lt.-Col. Harrington, Edgewood, B.C., Canada (" *In memory of my son, Major W. G. Harrington, D.S.O., late 2/5th Gurkha Rifles, killed at Ramadia, Mesopotamia* ")	5	0	0
Wm. Wiseman, Salina Cruz, Mexico	5	0	0
R. B. Daly, Black River, Jamaica	5	0	0
J. D. Franks, Johannesburg, S. Africa	5	0	0
Colonel John F. Manifold, Hanover, Cape Colony	5	0	0
F. A. Verney, Maseru, Basutoland	5	0	0
H. C. Else, 79, Osborne Road, Sheffield	5	0	0
W. P. Dods, Qachas Nek, via Matatiele, E.G., S. Africa (" *In memory of Lieut. J. B. Dors, Royal Scots* ")	5	0	0
H. J. Fuller, Roodewal, O.F.S.	5	0	0
Mrs. H. J. Fuller, Roodewal Station, O.F.S.	5	0	0
C. S. Kirk, Rustfontein, Matatiele, E.G., Cape Province (" *In memory of Percy S. Kirk, 2nd Lieut., 1st Cambridge Regt. and R.F.C., killed in France Aug. 15th, 1917* ")	5	0	0
R. H. Crowgey, Wytheville, Va., U.S.A. (" *In memory of my youngest son, 28 years old, F. P. B. Crowgey* ")	5	0	0
	£527	10	1
Total of sums received under £5	366	8	11
Acknowledged last month	9,624	10	0
	£10,560	1	0

The Red Cross and Infant Welfare

By Dr. F. Truby King, C.M.G., British Delegate on Infant Welfare to the Cannes Conference.

The Red Cross and Infant Welfare.

SOME fifteen months ago I spent five weeks in journeying from the Pacific coast to the Atlantic, visiting various centres throughout the United States, in order to ascertain just what was being done in their own country by the Americans in the way of training, helping and safeguarding mother and child.

I was asked from time to time what I thought about the work which the American Red Cross was then doing, especially as regards Belgium and France and other beleaguered countries. Millions on millions of dollars were pouring in for this beneficent work, and were being expended with an almost prodigal generosity, in order to mitigate the sufferings, not only of the direct victims of war, but also to help the families who were suffering indirectly, and needed immediate and special attention, in areas not involved in the actual conflict. Forlorn refugee families were crowding into Paris and other cities, and came in increasing hordes on the evacuation of Amiens ; and all these people needed more or less personal attention, help and supervision.

It was a new departure on the part of the American Red Cross to devote enormous sums of money to work which was largely hygienic, educative, propagandist and preventive, instead of limiting its activities for the most part to tending and relieving the sick and wounded, as originally contemplated in the constitution of the Geneva Convention. These ideas were crystallised and put into practical shape by Mr. Davison, the head of the American Red Cross, with the aid of Colonel Strong, and they presented the world with the outline of a practical scheme.

As an outcome of the Conference at Cannes a broad scheme is now being formulated by representatives of the various countries, with a view to bringing about a Red Cross organisation which it is hoped will stand towards the promotion of health and efficiency, and the prevention of disease, as the League of Nations is intended to stand for the promotion of peace and the abolition of war. Nothing could have been more telling, so far as the conveying of deep personal conviction and feeling were concerned, than Mr. Davison's words at the close of the Congress :—

> " When I came to realise what this thing meant I could no more have turned my back on it than I could have turned my back on a well into which my children had fallen. . . . I know the work is sound and good, and we're going through with it."

Owing to the urgency of famine and starvation in Poland, Austria, the Balkans and Russia, and the fearful ravages of typhus, it was recognised that at the moment the most pressing call for the Red Cross was to further extend their aid wherever most urgently needed in these beleaguered countries. However, looking further ahead to more normal times, it was felt that the health and fitness of the children of all countries would be the main considerations, and that the promotion of child welfare and proper rearing would provide the great means of compensating for the sacrifices of war.

On the eve of his departure for Paris, Professor Roux, the great successor to Pasteur, replying to a reporter who had asked him whether he (the reporter) was warranted in the conclusion he had arrived at from attending the Congress, that " Infant Welfare " was the crux of the whole situation so far as racial rehabilitation was concerned, replied : " Certainly *—n'en doubtez point.*"

By A. St. John Adcock

My Month's Reading.

IN the worlds of art and letters, as well as in the larger world that embraces them, rebellion is very popular just now, and we may be glad that it is. For without it there would be no progress, no improvement, no new discoveries. It is an excellent tonic, so long as we do not lose our heads and take an overdose of it. Some of our younger novelists seem in danger of doing that. They are in such fierce revolt against the delicate cookery of the Victorians that they imagine they are exercising an art beyond theirs when they serve life up raw. Some of our younger poets are rampant in the same extreme, and to them (as a cooling medicine) and to the general reader who is not sure whether to take them seriously I would strongly recommend Arthur Waugh's collection of sane and scholarly essays, "Tradition and Change."

TWENTIETH CENTURY POETRY.—For Mr. Waugh is a sound critic of a most catholic taste in books, and young enough in mind to rejoice in all things new, so long as they have some other virtue than their newness, and, as a fact, the new poetry is not even new. The craze for using bald language in formless, rhymeless verse broke out among the young poets of five-and-twenty years ago, under the influence of Walt Whitman, and they abandoned it when they realised that, though easier, it was not cleverer to write in that fashion than to master the more difficult, more harmonious, more beautiful art of poetry. Mr. Waugh studies the writers of our day from the standpoint of one who was reared in the old traditions. This does not prevent him from sympathising with them in their effort after greater freedom in thought and utterance; but he rightly tests their achievements by those "fixed principles which have survived all the vagaries of fashion" and on which "all sincere art must be grounded." He does this in his essays on "The New Poetry," on "Mr. D. H. Lawrence," and on "The Imagists." Coming to our prose writers, he is very judiciously appreciative of "The New Realism," and discusses certain aspects of Conrad's, Galsworthy's, and Lucas's work. There are interesting and suggestive essays on "The Religious Novel," on Samuel Butler, "Dickens's Lovers," "The Charm of Stevenson," "The Art of Henry James," and there are shrewd and discriminating papers on the work of three critics—Arthur Symons, Dixon Scott, and John Freeman.

My Month's Reading.

THE MODERN SCHOOL OF POETS.—That new school of poets adopts, in the main, an attitude of superiority towards Rudyard Kipling. They dismiss him as rhetorical, yet some rhetoric is much more poetical than some poetry. Kipling, like the new poets, uses the good language of everyday speech, but he uses it more expertly, has a surer instinct for the inevitable word, the magic phrase. It is said that he is too robust, too hard, that his verse is lacking in that emotional quality which is the very soul of poetry ; and there is some truth in this. But though many of the poems in his latest volume, "The Years Between," are robust and hard enough, there is no lack of feeling and emotion in "A Recantation," which, without stressing his own sorrow, touches on the death of his soldier-son ; nor in that haunting ballad of the death of some one else's son, "My Boy Jack." There are bitter, partisan things in the book that one might wish away, but you can forgive a good deal to the man who in "France, 1913," pays so glorious a tribute to the great Ally who was our old enemy ; whose nobly simple elegy on Lord Roberts—

"And Glory is the least of things
That follow this man home"—

speaks for the hearts of all of us ; and who in "For All We Have And Are," with its lofty rallying cry :

"Who stands if Freedom fall ?
Who dies if England live ?"

has written one of the very few poems of the War that will not soon be lost in the crowd. Whatever else you may say of Kipling's verse, there is no denying that it does not suffer from anæmia, but is vigorously and often splendidly alive, and there are three or four poems in "The Years Between" that are all but as good as the best he has ever done.

THE ROMANCE OF COMMERCE. Nothing in the romance of commerce is more glamorously romantic than the story of the beginnings of the British Empire in India. Mr. Arnold Wright, whose "Early English Adventurers in the East" told something of that story, unfolds another and later phase of it in "Annersley of Surat." His record—and a fascinating, brilliantly written record it is—covers the last quarter of the seventeenth century and the first quarter of the eighteenth, and tells of the vicissitudes, the intriguings of rival traders, the devastating aggressions of powerful Indian princes, the peril of piracy on sea and the treachery of their own agents on land that beset the servants of the old East India Company, who with stubborn courage and skill and bribery and a good deal of blundering laid the foundations of the Company's establishment at Bombay and Surat. "It was a time of extraordinary interest from the standpoint of British expansion, and if there is gloom in the record, and if shameful episodes are

constantly occurring, the narrative closes with the promise of higher and better things in the gallant and, as it proved, effective assertion of British power at Surat in 1732 by Henry Lowther, a scion of the famous house from which the present Speaker of the House of Commons sprung." It was a wonderful drama, and "across the stage stalked a succession of characters who were not merely of the play, but for the time being were the play. They were in many ways a shady company in whom the villains outnumbered the heroes, but it was their province to make history, and extremely interesting history too." Annersley himself was part hero and part villain, but if he was unscrupulous in some of his dealings, on the whole he served the Company well, suffered danger and often imprisonment, at the hands of the Indian rulers, in its interests, and died a poor man after all. Captain Kidd and other sea-rovers figure in the story ; there are admirable sketches of the character and barbaric state of the powerful Indian Emperor Aurungzebe, and in the background of the tale is Samuel Wesley, father of the more famous John and Charles, and the clearing up of a mysterious tradition that has prevailed until now of vast wealth which they should have inherited from Annersley. It is a careful and very capable piece of work, a valuable contribution to history and the romance of real life.

TWO GOOD NOVELS.—Two London novels that I have read with unqualified pleasure are C. E. Lawrence's "Such Stuff as Dreams," and "The Holiday Husband," by Dolf Wyllarde. The first is a delightfully humorous story, with a touch of fantasy about it, of a city clerk and his wife, who are pleasantly in love with each other, and the strange visions that came to the clerk after he had injured his head in a bus accident. The various characters are cleverly drawn, and the everyday incidents are woven skilfully into a delectable tale. Dolf Wyllarde's "Holiday Husband" is a powerfully realistic study in the life and personality of a girl who is alone in London, earning her own living, and yearning to escape from her monotonous, underpaid drudgery and enjoy something of change and adventure. The opportunity for adventure comes, and she dares all and takes it, and pays a heavy price for her fortnight's liberty from conventional constraints. A difficult moral problem is handled poignantly and delicately.

SOME BOOKS OF THE MONTH. General Literature : Tradition and Change," by Arthur Waugh. 7s. 6d. net. (Chapman & Hall.) "Annersley of Surat," by Arnold Wright. 10s. 6d. net. (Melrose.) Poetry : "The Years Between," by Rudyard Kipling. 7s. 6d. net. (Methuen.) "Charing Cross," by Cecil Roberts. 3s. 6d. net. (Grant Richards.) "The Poets in Picardy," by E. de Stein. 3s. 6d. net. (Murray.) Fiction : "Such Stuff as Dreams," by C. E. Lawrence. 7s. net. (Murray.) "The Holiday Husband," by Dolf Wyllarde. 6s. 9d. net. (Hurst & Blackett.) "The Lady of the Crossing," by Frederick Niven. 6s. net. (Hodder & Stoughton.)

Our Members' Mail Bag

ETTERS from friends overseas telling of their life and surroundings are always welcomed at Headquarters, and, so far as space permits, we are very glad to reproduce extracts from them in these pages. Here is a budget from many varied quarters of the globe. Readers are invited to correspond with fellow Members.

TO CELEBRATE VICTORY.—I think it might be a good idea to endeavour, through the medium of the magazine, to get all present Members of the Over-Seas Club to get two or more new Members each in commemoration of the end of the War, and the victory of the great ideals of the British Empire embodied in the Members' Creed : "Justice, freedom, and good government."

I now have the pleasure to hand you a draft, value of £4 10s., in respect of five applications for membership.

I have more new Members in prospect, and hope, in the course of a month or so, to send you another batch. I am anxious, if possible, to start a local branch of the Club here, but I need a few more Members yet.—William B. Coverdale, P.O. Box 1, Umzinto, Natal, S. Africa.

ENERGETIC PERSON WANTED.—I really think that quite a good branch could be worked up in Timaru if some energetic person were made secretary. It needs some one with plenty of time.—Miss H. M. Cotterill, Timaru, N.Z.

[*Will not some energetic Member come to the rescue ?*]

HONG-KONG'S WAR EFFORT.—It may interest you to know that this island colony (eleven miles by three), situated some 12,000 miles from home, has consistently throughout the War, and up to this present, sustained a very great war effort. I do not wish to go into figures—perhaps you already know some of them.—W. J. Crawford, The Hong-Kong and Whampon Dock Co., Ltd., Kowloon Docks, Hong-Kong, Asia.

SAND-STORM IN BRITISH SOUTH-WEST AFRICA.—I am very pleased to be able to inform you I have persuaded more people to join the Over-Seas Club. So far I have obtained six more Members.

Very few persons come down here whom I don't endeavour to persuade to join. Of course, many refuse, saying they belong to various clubs in this country. I have now obtained twenty-three out of my one hundred, and this number will be changed to thirty shortly. I have written to two friends in the Union asking them to become Members, and enclosed a copy of the magazine and twelve application forms to each.

On New Year's Day we had our annual Land Sports. The children's events were decided in the morning, and the weather was glorious. The afternoon sports were spoilt by a terrible sand-storm coming on about 4 p.m. I obtained a few snaps and will forward some later on.

I would very much like to have an Over-Seas calendar, if you have same printed. If you have not done so in the past, do you not think that the innovation would be greatly appreciated by the Members generally ? One could be sent out to each Member about the beginning of December each year. One of these hanging on the wall at home, or in the office or workshop, may be the means of getting others to become interested, and so obtain more Members. I would very much like to hear what other Members think about it. The calendar could have a photograph of the Over-Seas Club buildings on it.—Qmr.-Sgt. T. Johnson, Railway Regiment, Walvis Bay, B.S.W. Africa.

[*Would many Members purchase an O.S. calendar ? If so we would gladly prepare one.*]

THE OVERSEAS FORUM

Readers are invited to correspond with fellow Members.

The Overseas Forum.

INSECT CAMOUFLAGE.—I am posting you a curious specimen of insect life. It is fairly common in Australia, in fact there are numerous varieties, large and small. They are termed "Stick" or "Twig" insects, from the close resemblance they bear to a twig. In fact, unless the little beasts are seen in motion, it is almost impossible to distinguish them from their surrounding twigs. You will note the wings and joints closely resemble the miniature budding points on a tree. I have never seen natural "camouflage" so complete.—Arthur W. Totton, 454a, Collins Street, Melbourne, Australia.

SOLAR ECLIPSE IN BRAZIL.—I am a British subject and am in hearty sympathy with the objects of the Club. My employers and references are the Departments of Terrestrial Magnetism, Carnegie Institution, Washington, D.C., U.S.A. I am a physicist by occupation, and expect to leave for Brazil in six weeks to study the solar eclipse of May 29th, 1919.—Andrew Thompson, Department Terrestrial Magnetism, Washington, D.C., U.S.A.

[*Within the ranks of the Over-Seas Club are all professions and callings. We wonder whether any other Members are going to see the solar eclipse?—Editor.*]

LIONS AND LEOPARDS.—I think that we here are as much out of the world as anywhere, being 160 miles by rail from the nearest town, Nairobi. There are altogether about 25 white men and 1,500 natives. There is no water for miles, ours being brought here over 100 miles by pipe line. The place is healthy enough but hot, 103° in the shade being quite usual and 130° in the sun. There is plenty of shooting to be had round about from lions and leopards downwards. I look forward very much to the monthly magazine, which is most interesting, and wish the Club the best of luck.—James L. Riley, c/o Magadi Soda Co., Ltd., Lake Magadi, B.E. Africa.

"OVERSEAS" POPULAR.—I have lent magazines to several people. The trouble is to get them returned as every one likes them so much. Some would like to subscribe to the magazine alone, though they hesitate to become Members of the Club. I promised to ask whether that could be done. I think myself it would result in their becoming Members; they would see the usefulness of the Club, especially to business people. I am an elderly widow of small income. My late husband was in the Forest Department of the Civil Service in Cape Union. Mrs. A. M. Clark, 19, Adderley Street, Worcester, C.P., South Africa.

While "Overseas" can be supplied to non-members for 6/- per annum, we very much prefer that all our readers should be Members. Let us hope that reading "Overseas" will convert any who hesitate to join our ranks.

CORRECT PROPORTIONS OF UNION JACK. Please accept my best thanks for your kind letter, giving full details how to make a correct Union Jack. The flag-maker here from whom I bought mine has not got the proportions quite right. E. P. Cox, 173, Onden, Sendagaya, Toyotama-Gori, Tokyo, Fuka, Japan.

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FLOODED OUT.—The island on which I live has been completely submerged by the flooded Seine, and I was obliged to make a hurried move, with all my furniture, some ten days ago. My writing desk and all correspondence happen to be stored in a warehouse at the further end of the town, and I have quite lost touch with my personal affairs.—Miss O. F. Abbott, The Hut, Ile des Anglais, Neuilly-sur-Seine, Paris, France.

THE CHAIN OF LIGHT AND PEACE.—We had a big bonfire here on the night of the 24th ult., in conjunction with the whole of the Union and Rhodesia forming a complete chain of lights, and called the chain of light and peace.—F. Evans, The Cabin, Eshowe, Zululand, Africa.

[*On Peace Night the Over-Seas Club has been asked to organise a chain of fire round the Empire.*]

TIN WILLIE'S ADVENTURES.—The glad tidings of the great and glorious Victory of the Allies reached Tientsin at 7.50 p.m. on the 11th instant, and was made known to all by the ringing of the large fire bell in the British Concession. Many willing helpers kept the bell booming out the good news for at least two hours.

Festivities began by a suggestion to pull down "Tin Willie," the bronze monument of Attila the Hun, in the ex-German Concession, erected after the Boxer rising, and which has since stood for German brutality and arrogance. "Tin Willie," as this monument to German kultur was known by all but enemy subjects, proved a hollow sham and came off his pedestal at the first pull of the rope around his neck. In the process of coming to the ground his head came off, which is now reposing in the strong room of the Tientsin Club. The remains were dragged by civilians of allied nationality and American and French soldiers through the main street of the ex-German Concession to the Tientsin Club (British), where Tin Willie's headless body was hoisted to his feet. After indescribable scenes of enthusiasm, flag-waving, singing, shouting, etc., it was suggested that "Tin Willie" be taken to visit the French Club, where he duly arrived with various parts of his anatomy missing, in the form of souvenirs. Scenes of joy and patriotism were renewed both outside and within the French Club, and at 3 a.m. "Tin Willie's" battered body found repose inside the Club's compound.

He was not left long in peace, however, as at an early hour souvenir hunters were at him again with any sort of implement that could be found, including a pick, hammers, large and small, etc., etc., and a few hours later "Tin Willie" disappeared in fragments, some of which were auctioned off in the French Club during the reception at noon on the 13th instant.—T. W. Pollock, Hon. Treasurer of the Over-Seas Club and Patriotic League, Tientsin, China.

OUR COLOURED FRONTISPIECE.—I think the magazine is getting decidedly better each year. The monthly coloured frontispiece is very fine. I have them framed in my study, and many visitors ask me where I get them. I then take the opportunity of showing them the magazine. There is also the other new idea lately embodied, that is the short spiritual and ethical meditation, viz., in the September issue, "The Little Wood by the Stream." I consider our magazine now one of the first patriotic and literary journals one could wish to read.—Rev. F. Yarnall, The Manse, Port Fairy, Victoria, Australia.

THE TASK OF FOLLOWING UP.—I am sure you are most anxious to keep up the numbers of Members, and it must be a gigantic task to follow up the Members who are constantly changing their address. Be assured I will do my best with the few I have to deal with.—A. Clayton Thompson, Villa Llanrhos, Pau, B.P., France.

EVERY BRITISHER IN THE PROVINCE.—I hope to send another list very shortly, as we are making an active campaign and intend roping

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in every British subject in the Province. We hope, also, to get club rooms of our own this year, and to organise social gatherings which will bring us all more together and make for better understanding and greater unity of action amongst us. Up to the present all our available funds have gone to war purposes, but we feel now we are justified in attending to local requirements, and a club house will be a great benefit, not only to British residents but also to the officers of British ships calling at this port, and to other British visitors.—Lancelot E. Colville, Alameda 22, Malaga, Spain.

A "SKY PILOT'S" LETTER. My January (1918) number of "Overseas" has just come to hand by this mail; where it has been all this time 'tis hard to say, but better late than never. On it you remember you pasted a slip asking us to pass on our magazine. That has always been my practice, and, though the habit has not been rewarded with many new Members, the reading has always been appreciated. As a "Sky Pilot" I do a lot of bush travelling and many a prospector or boundary rider or kangaroo hunter has enjoyed reading it after I have passed on. When I start out on a trip I always take a supply of literature with me and swap as I go along, thus keeping up my supply and ensuring fresh reading for the next outback bushey.—Rev. Gerald Stubbs, The Rectory, Port Hedland, West Australia.

MORE FANNING ISLAND MEMBERS.—As the mails in this far-away spot are few and far between I am hurrying to get a reply through to you by the return boat, which leaves about December 20th; otherwise our next mail to the outside world and civilisation does not leave here until about March. Fanning Island is a very real outpost of the Empire, I assure you. I send you six new names by this mail, together with application forms duly filled in. The six mentioned will, I feel sure, prove useful Members of our splendid organisation.—C. R. Haines, Fanning Island, *via* Honolulu, Pacific Ocean.

OUR EMPLOYMENT BUREAU.—For the benefit of your readers overseas, I would respectfully suggest that some provision be made for them to reply, with the least expense possible, by cable, to advertisements appearing in your interesting journal, also some means whereby correspondents abroad may learn when their answers to advertisements have been delivered.

Under existing conditions, there is inevitably an element of uncertainty in this regard, and the time necessary to investigate is such that opportunities are, in consequence, likely to go by default. As a beginning in this direction, I would suggest that each advertisement be given a key word in addition to the number, and that "Overseas" cable address be given in each issue above the advertising column.—A. E. Bennett, Bank of Montreal, Red Deer, Alberta.

"Tin Willie," in Tientsin before the Armistice. For his subsequent fate see p. 90. Sent by Mr. G. O'Neill, 18 Victoria Road, Tientsin, China.

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BEAUTIFUL BRITISH COLUMBIA.—I see by the May issue that I am the lucky winner of the prize for that month. Please devote the prize money to any cause you know is deserving. We are anxious to advertise our country and its beauties, for its scenery surpasses anything in the world. We are just beginning to work up a tourist trade, and I hope, after the War, to see a good many people from England avail themselves of the wonderful sights. The climate in summer is just perfect, and it is admitted by all who have had the good fortune of visiting here, that it actually beats anything in any part of the world.—G. Adams, Atlin, B.C., Canada.

THE KETTELER MONUMENT, PEKING.—On June 20th, 1900, during the Boxer Rebellion, Baron von Ketteler, the German Ambassador to China, was shot dead on the spot shown in the picture (see page 93).

After the Allied forces had defeated the Chinese at Peking, on August 15th, 1900, a peace protocol was agreed to, the first clause reading, *inter alia*, as follows :—" China to erect a monument to the memory of Baron von Ketteler on the site where he was murdered."

The monument was duly erected, and stood there until the recent Armistice was signed. Then the Chinese Government, realising that it had nothing to fear from Germany, ordered the monument to be destroyed. It is said that the material will be used to erect another monument typifying right overcoming might.—Lt. W. J. Hawkings, the Chinese Labour Corps, B.E.F., France.

" GOD SPEED YOU."—The magazine speaks for itself—no praise too high for it. God speed you in your good work.—Rev. S. Gillow, Catholic Mission, Morawhanna, N.W.D., British Guiana, S. America.

LOVER OF " WEE BAIRNIES."—I have read with great interest the " baby " articles, being a lover of the wee bairnies. I have been seventeen years nursing and have had a good experience in managing the new chum in sickness and health. I have found it hard and discouraging while working among the poor of Sydney, New South Wales, to teach the mothers the proper care of their infants. Regular feeding very few can see the good of, and improper feeding seems the usual thing. So many young lives are sacrificed on the altar of ignorance and I feel that when we can educate the mothers more in care and management of infants it will be a blessing to the Empire.—Miss R. H. McLean, Ba., Fiji.

ONE BIG FAMILY.—I should like to say how much I appreciate and enjoy reading " Overseas." There is an unquestionable charm in the spirit of fellowship evidenced in its pages as though we were all members of one big family, and it is not difficult to see how greatly crime and war would diminish were such a spirit more generally spread throughout the world. " Overseas " is written for all, but it must, I should think, appeal peculiarly to lonely souls, bringing to them the happy conviction that they are not altogether unloved and uncared for.—F. T. Van Dulken, The British Bank of South America, Ltd., Sao Paulo, Brazil, South America.

WILL HELP THE GOOD CAUSE.—I shall be pleased to take on the work of Corresponding Secretary and shall be glad to do anything I can to help the good cause along. I think that it is quite possible that I shall be able to increase the membership in Craik.—Allan C. Wilson, Craik, Sask.

A MONTHLY TREAT.—The O.S. Magazine is a capital publication, and its arrival is a monthly treat.—A. H. P. Wynne, Sierra Mining Co., San Jose de Gracia, Sinaloa, Mexico.

ORANGE FREE STATE.—I notice in your list of Members you call this the Orange River Colony. It is now known as the Orange Free State. This was one of the clauses of the Act of Union.—A. D. Hucklebridge, 25, Cromwell Road, Bloemfontein, Orange Free State, South Africa.

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"'CROCKED' AT VIMY RIDGE."—I am unfortunately out of business now, the result of getting badly "crocked" at Vimy Ridge, and look forward intensely to the monthly (I wish it were weekly) arrival of the O.S. magazine.—J. V. Spraggett, 48, Victoria Street, Paignton, S. Devon.

INFORMATION ABOUT MALAY STATES.—*In a recent issue of "Overseas" we published the request of one of our Members for information with regard to conditions in the Malay States after the War. The following extract is taken from a letter written in reply to this request :—*

If you have not been East before, there are one or two "Don'ts" to be observed, and amongst these the most important are the following :—Don't buy any helmet as suggested by friends in London ; you can well wait until you arrive at, say, Colombo, and then go to Cargille's Stores and ask either for a "Pig Sticker" or an Elnwood "Straits" Topie. Secondly, don't buy an outfit of white clothes, but wait until you arrive in Singapore or Pahang. Your kit should consist of the thinnest kind of lounge suits, flannels. These can all be well supported in cool zones, say, to Suez, by putting on thicker underclothing in the way of vests or pants. The thin "lounges" will then be quite useful and comfortably worn out here during the evening, if required.

Thirdly, don't bring too much gear with you. You can purchase any mortal thing in the Penang or Singapore Stores, which are as well stocked as a rule as Harrod's. Prices out here are, of course, more expensive than at home, but the bother of looking after the things on the way out hardly compensates one. Then don't be surprised to find a well-developed country with luxurious railway travel (restaurant cars), very efficient and well-appointed local steamers to all ports from both Singapore and Penang, motor cars by thousands, and a splendid road system which is yearly being extended.

The life is pretty strenuous both in work and play. Football, cricket, tennis, racing, golf, so that old playing gear and boots can quite well be put into your kit and be found useful.

The main industries are, of course, rubber planting and tin mining. The principal business conducted in the towns consists of agencies for estates and mines, law, general stores, banks, export and import houses, engineering, etc., so that there is plenty of scope. I should advise you to procure an appointment in London before you come out.

The temperature during the year hardly varies at all. Anything between 75° and 85° in the shade the whole year round. Very horrid and very trying to the new man, but in six months one's blood wears down to it and one can carry on quite nicely. I have only

The Ketteler Monument, Peking, erected to the memory of Baron von Ketteler, who was shot dead during the Boxer Rebellion in 1900. The Monument was destroyed after the Armistice was signed. (See p. 92.) Sent by Lt. J. Hawkings, C.L.C., B.E.F.

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had twelve weeks in England in ten years. This is much too little leave but circumstances have prevented my getting away.—"Pahang."

THE ONLY BRITISHER.—Being stationed about twenty miles above Ichang in charge of the Native Customs, viz., Ping-shan-pa, where I am the only Britisher, in fact the only foreigner, I have never appreciated the reading of the Over-Seas Club monthly journal more than since I've been in this outlandish place.—Albert Fenus, C. M. Customs, Ichang, Hupeh, China.

OF ASSISTANCE IN FOREIGN CLIMES.—I have had the misfortune to lose my certificate of membership. I have found the Club of much assistance in foreign climes, and you would do me a great favour if you could send me a new certificate and also any news of the progress of the Club.—John F. Smythurst, 5, Varley Terrace, Liskeard, Cornwall.

I WAS DESPERATELY LONELY.—When I first heard of the Over-Seas Club I was sadly in need of something to spur me on. I was desperately lonely. I could not join other girls in their pleasures, as every penny I could spare was needed for little comforts for mother. I realised only too well that I needed a new interest in life and now I have the Club and my new friends.

I cannot tell you how much happier I have felt since I came in touch with you. Doubtless it will interest you to know that I have received letters from Tasmania, Australia, Peru, America, India and France. The last two are both New Zealand soldiers, and with one I am already an accepted friend. He tells me "You really do write ripping letters." I am anxiously waiting my girl friends' letters from Peru and Australia. I feel much happier.—Annie Ewart, 4, Carlton Terrace, Edinburgh, Scotland.

WIDER AND DEEPER OUTLOOK.—It just being a year ago that you sent me the first copies of a year's free supply of "Overseas," that wonderful British magazine, I feel it my duty to sincerely thank you for having opened up for me a wider and deeper outlook on the Empire than I had known before. At the same time it has made the Empire feel closer to me by bringing replies from all corners of the world to the notice that you so kindly inserted, regarding the exchange of stamps. I would not like to miss "Overseas" again, now that I have had it for a year, and wish you to kindly make me a Life Subscriber to the magazine, as I am already a Life Member of the Club.—J. L. Maude, P.O. Box 429, Cairo, Egypt.

HOPEDALE, LABRADOR.—The badges, etc., which you sent me this summer all arrived safely. Last winter I tried to get new Members for the O.S. Club and subscribers to the sick and wounded fund among the Eskimo congregations at Nain, Okak and Hebron, and I hope some have now sent in their names and subscriptions. I am doing all I can for the Club.—The Rev. W. W. Perrett, Moravian Mission Station, Hopedale, Labrador.

"FROM COVER TO COVER."—I look forward to the arrival of "Overseas" more than any other paper I get from home, and read it from cover to cover. We British exiles love to read the pieces about our beloved land, and live in hope of visiting the scenes of our childhood in happier days to come. There is a mail to-day, so I may get the current number in a day or two. I have the first number of the magazine, and it is marvellous how it has grown.—Miss C. L. Brent, Baillie Street, Horsham, Victoria, Australia.

WATERLOO, IOWA, U.S.A.—As one of the earlier Members of the Over-Seas Club (No. 5816) I would like to compliment you on the great success of your idea. We have a goodly number of Britishers in this city, a place of over 35,000 people, and I have put many in touch with your organisation in the past five years.—R. V. Bartlett, 509, West Eighth Street, Waterloo, Iowa, U.S.A.

E. W.

The Overseas Trade Bureau aims at being of use to Members. Genuine Trade enquiries are welcomed and suggestions invited. Members seeking markets for their goods have the free use of our pages. The object of the Overseas Trade Bureau is to develop British Empire Trade. We hope our readers will send in Trade hints and tell us of local opportunities.—Editor.]

Overseas Trade Bureau.

BELLS FOR A WAR MEMORIAL.—"We have decided to erect as a War Memorial a Chancel, Vestry and Bell Turret, therefore I write to ask if you would put me in touch with a firm which turns out 'Westminster Chimes,' and ask them to send a prospectus, with approximate costs, to me."—Enquiry 672, Alexandria, South Africa.

We wrote on our Member's behalf to Messrs. Mears and Stainbank, Church Bell Foundry, 32 & 34, Whitechapel Road, E. They forwarded a catalogue showing designs especially suitable for small belfries, where lack of space or other means prevents the installation of the ordinary-shaped bell. The cost of church bells is now £10 14s. 8d. per cwt. in London as against £5 14s. per cwt. in 1913, but it is fairly certain that the pre-war prices will never rule again, as the cost of labour will never go back to the old standard. Messrs. Mears and Stainbank specially recommended hemispherical bells, as the turret is also to be small. Clock mechanism can be attached to strike the Westminster quarters, and chiming apparatus can also be attached to enable one person to chime the bells for service.

WOOL FROM BRITISH GUIANA.—"I am forwarding you 16 lbs. of wool shorn from some half-bred Southdown sheep of mine, and I shall be extremely obliged if you will find out if it possesses any marketable value in England. If it does, please dispose of it and remit me one-half of the proceeds, retaining the other half as a gift to the Over-Seas Club War Funds. Hitherto the shearings have been thrown away, but, if a price is realised for the wool which will cover the cost of shearing and allow a reasonable amount of profit, I will in future ship the article to England, and if it proves remunerative, I will increase my stock of sheep so as to allow of larger shipments being made."—Enquiry 681, British Guiana.

The wool in one of the bags our Member sent us was quite a good article, and in a lot of 300 lbs. or over would be readily saleable. Before the war the price would be 1s. 3d. to 1s. 4d. per lb. In the other bag was black and native wool, quite a different thing, worth about 8d. We advised our Member to grow wool equal to that in the first bag, as we think he could reckon on a minimum price of about 1s. 3d., and for the next two or three years a good deal more. Messrs. Buxton, Ronald & Co., 24, Basinghall Street, London, E.C. 2, purchased the wool at a cost of £1 2s. 6d., of which we sent half to our Member, and the other half we placed to our War Memorial Fund, as our Member very kindly suggested.

Overseas Trade Bureau.

SOUTH AFRICAN GRAPHITE.—"I know a place in South Africa where there is a large body of graphite which I have assayed. I would like you to inform me whether it is really worth working and what is the present market of this commodity."—Enquiry 676, S.A.R.S.

We put our Member in touch with Messrs. T. S. Wilson & Co., of 9 & 10, Great Tower Street, London, E.C. 3. South African graphite as a commercial commodity is hardly worth mining, as compared with graphite of a similar construction from other countries. However, as this has never been put on the market up to the present in a saleable condition, that is, properly ground and dressed, it is impossible to state its value unless a sample is submitted. The value of graphite is estimated at £10 to £100 per ton, according to its special properties, carbon being its principal. We advised our Member to send a sample of the graphite direct to the above-mentioned firm.

SLIDES FOR LANTERN LECTURES.—"Can you put me in touch with a firm of slide-makers for lantern lectures? I shall be leaving for the Colonies after demobilisation, and I would like to take with me some slides of devastated France and Belgium, especially the Somme area, and then views *en route* to Cologne, with a view to assisting various funds by means of lectures."—Enquiry 678, B.E.F.

We wrote on our Member's behalf to Mr. William Day, 19, Lisle Street, Wardour Street, W.C., a firm which turns out hundreds of such slides weekly, and which, therefore, were able to write direct to our Member.

NEWFOUNDLAND TRADE.—"I am prepared to act as wholesale representative for British and Colonial firms desirous of entering into, or extending their trade with, Newfoundland. Information *re* local conditions as to market, etc., cheerfully furnished to any firm in any line. I am chiefly interested in the following lines: Tea, cocoa, coffee, and all kinds of spices, jellies and jams, flavouring extracts and cornflour, etc., honey, preserved fruits and vegetables, hams and bacon, butter, vegetables, eggs, cheese, etc. Best of references."—Enquiry 678, St. John's, Newfoundland.

BRICK-MAKING PLANT.—"Can you please give me the approximate cost of a small brick-making plant and the address of a firm in a position to execute order for same?"—Enquiry 679, B.E.F., France.

The Brightside Foundry and Engineering Co., of 28, Victoria Street, S.W., sent one of their circulars to our Member, and asked him for fuller information, in order to enable them to give a quotation.

REPRESENTATIVE IN THE EAST.—"I should welcome an opportunity of interviewing any traders anxious to send out a representative in an executive position in the East. My present appointment as departmental manager in the foreign accountancy department of my own firm has given me a first-rate knowledge of the foreign trade. I hold the 1914–15 star and have seen twelve months' active service with the Liverpool Rifles. My health is excellent. My age is 28 years, and I am unmarried."—Enquiry 668, New Brighton.

EASTERN MARKETS.—"We have seen a note in the papers that your Bureau is prepared to assist firms desirous of developing commercial relations in the markets of Syria, Palestine, etc. We are open to supply raw materials, and in addition to the whole ivory for manufacturing purposes, we also deal in ivory waste and waste mother-o'-pearl. We should be glad if you would put us in touch with any manufacturers requiring such materials."—Enquiry 682, London, E.C.

Overseas Trade Bureau

AGENCIES FOR BRAZIL. "Overseas Member representing Anglo-Brazilian firm established Rio and Sao Paulo desires to secure sole agencies of British manufacturers of all classes of goods. Heavy metal, etc., hardware and earthenware, building materials, chemicals, light and heavy, also perfumery, etc."—Enquiry 680, E.C. 3.

PROVISION MERCHANT.—"I should be very much obliged if you would put me in touch with an export provision merchant who would export now, or after the removal of the controlship."—Enquiry 673, Malta.

Messrs. C. & E. Morton, Ltd., 107, Leadenhall Street, E.C., and Messrs. Griffiths, McAlister & Co., 29 & 31, Manesty's Lane, Liverpool, have written direct to our Member giving full particulars.

BRAZIL.—"Advertiser, 35, who will shortly visit England, desires sound agencies for British goods. Over twelve years' knowledge of country. Language fluent. Energetic. Excellent references."—Enquiry 674, Brazil, South America.

WESTERN CANADA.—"I wish to get into touch with manufacturers, particularly from the Midlands, desiring to cultivate trade with Western Canada, from Winnipeg to Vancouver and Victoria. I will endeavour to furnish names of business houses likely to be interested in their goods, will arrange distribution of catalogues, and would follow up quotations by mail. I will furnish information as to freight rates, methods of packing, and give all the help I could to cultivate business. I am a Birmingham man and been out here for about eight years, and am closely in touch with metals and general hardware in England."—Enquiry 675, Alberta, Canada.

IRONMONGERS, ETC.—"Could you let me have the addresses of some (a) ironmongers, (b) patent medicine proprietors, and (c) importers of wood for furniture."—Enquiry 684, London, W.C. 1.

We sent our Member the following addresses:—(a) George S. Allen & Co., 297, High Road, Kilburn, N.W. 6; The Birmingham Hardware Co., 73, Newhall Street, Birmingham; Armstrong & Matthews, Ltd., 13—29, Hearn Street, Curtain Road, E.C. (b) May, Roberts & Co., Ltd., 7/11, Clerkenwell Road, E.C. 1; Albert & Co., 73, Farringdon Street, E.C. 4; (c) Cohen & Sons, Curtain Road, E.C.

WOOL AND COTTON MACHINERY. "Could you obtain for me the addresses of makers of machinery for washing, combing, converting cotton into yarn, and knitting into stockings, also similar information with respect to wool."—Enquiry 685, Devon.

Wool and Cotton Working Machinery.—*J. & T. Boyd, Ltd., Shettleston Iron Works, Glasgow; Brooks & Doxey, Ltd., Union Iron Works, Thomas Street, W. Garton, Manchester; W. Haig & Sons, Ltd., Priest Royd Iron Works, 3, Frith Street, Huddersfield; Hall & Steels, Ltd., Park Works, Dalton Lane, Keighley.*

Knitting Machines.—*Hawson Patent Knitting Machine Co., Ltd., 48, Upper Brook Street, Manchester; Hosiery Machine Building Co., Ltd., Bell Street Works, Nottingham; Mellor, Bronley & Co., Ltd., Western Road, Leicester.*

The above list of names was forwarded to our Member.

KAOLIN.—"Would you forward me the names and addresses of any firms interested in kaolin?"—Enquiry 686, France.

We forwarded our enquirer the following names:—The Anchor China Clay Syndicate, Ltd., St. Enoder, Cornwall; North Cornwall China Clay Co., Ltd., Fowey, Cornwall; West of England and Great Beam Clay Co., Ltd., St. Austell, Cornwall.

Overseas Employment and Information Bureau

[The Over-Seas Club and Patriotic League merely acts as a medium of introduction, and cannot be held responsible for the accuracy of any of the personal announcements published.—Editor.]

Overseas Employment and Information Bureau.

UGGESTIONS WOULD BE WELCOMED by ex-officer who is anxious to go overseas. Would prefer an outdoor life, either ranch or on rubber or tea plantation. Previous to army life was engaged for three years in the timber trade, but cannot settle down to business life again. Single. Age 26. Energetic and capable and eager to start work. Would be grateful for any advice or information from Members.—*E. B. 678, c/o Over-Seas Club.*

TELEGRAPHISTS.—A few vacancies occur for single men (young) who understand the Morse Code and Wheatstone.—*E. B. 714, c/o Over-Seas Club.*

OFFICER awaiting demobilisation, 4½ years in the army, desires appointment abroad. Malay States, China, India or South Africa, former preferable. Age 24.—*E. B. 679, c/o Over-Seas Club.*

OPENING DESIRED by ex-service man 30 years of age, with varied travel experience and over four years with the Mechanical Transport—Egypt, Palestine and Syria, with heavy lorry transport and light cars, etc. Accustomed to instructing and teaching natives. Experienced in transport work, automobile demonstrator, and salesman or any position of trust. Understands all makes of English and American cars, and is willing to go to any part of the world.—*E. B. 680, c/o Over-Seas Club.*

EX-OFFICER, partially disabled (slight heart trouble only), who came from China to France, would appreciate any employment which would furnish enough remuneration to pay for medical studies. Was manager China business before the War. Speaks the language and can advise or buy for merchants intending to trade with East, curios, lacquer work, silks, oils, China grass, tea, tallow, gallnuts, metals, etc. Has good knowledge of business, advertising, and knows native dealers.—*E. B. 681, c/o Over-Seas Club.*

LADY (38) desires post anywhere abroad as companion or governess to small children. Has had "Norland" training, so is experienced with children. Is a fully qualified *masseuse*, good pianist, and speaks French and Swedish.—*E. B. 682, c/o Over-Seas Club.*

CLERICAL POST required by ex-service man. Has good clerical training and experience, office and secretarial routine; during the War has been employed at the Headquarters Office of the 72nd Regt., Vancouver, B.C., and later transferred to Royal Air Force and employed on Records at the Headquarters Office in Toronto. Would like to take a clerical position in railway service in Canada, England or Australia, or in a good commercial house in the same countries. Forty-three years of age. British, and married.—*E. B. 683, c/o Over-Seas Club.*

TO HEADS OF FAMILIES.—Nova Scotia, the nearest Canadian Province to Great Britain, offers unsurpassed advantages to heads of families desirous of establishing a new home. Healthy climate. Cheap improved farms, with comfortable houses. Low taxation. Free and efficient education. Technical schools. Openings for the rising generation in numerous established industries. Social conditions and conveniences of living similar to those in this country. Population mainly of British

descent. Write for descriptive pamphlets to Agent-General for Nova Scotia, 57a, Pall Mall, London, S.W.

PEACH AND APPLE FARMING. Within a week of London, in a beautiful sunny climate, with cheap land and good markets at hand ; pleasant surroundings. A British subject would like to hear of one or more gentlemen who would come either as partners or take up orchards separately. Capital of several hundred, preferably a thousand, pounds advisable.—*E. B. 394, c/o Over-Seas Club.*

SECRETARIAL APPOINTMENT.—Could any Member assist a young lady stenographer, with a good knowledge of general office routine, and able to negotiate letters on own initiative, in obtaining a position overseas ? Warm climate preferred. Any information would be appreciated.—*E. B. 674, c/o Over-Seas Club.*

BRITISH EAST AFRICA.—My sister and I wish to know what openings there are in British East Africa for educated women. We have no capital, but want work which requires powers of organisation, energy and enthusiasm. We have travelled widely and know something of the conditions outside Europe. I am much interested in industrial problems, having managed the women's welfare work of a large shell factory during the War, where I was responsible for the output as well as the women's welfare. My sister is a competent motor-driver, having had much experience with Ford's and other cars. She is able to do running repairs, having driven daily for over two years, averaging about forty miles a day. We are both strong and healthy, and not a bit afraid of work.—*E. B. 675, c/o Over-Seas Club.*

SURVEYING OR CONSTRUCTIONAL WORK.—Ex-warrant officer (30), single, with eight years' experience in surveying, structural engineering and building work, desires appointment abroad. Rhodesia or Ceylon preferred, but not essential. Has spent three years in Near East. Active and used to control of men.—*E. B. 676, c/o Over-Seas Club.*

SECRETARY, OR POSITION OF HOUSEKEEPER.—Widely travelled English gentlewoman, widow (38) —demobilised worker—with boy (10), wants to settle anywhere—good, dry climate. Small means only, and work desired to supplement. Very capable secretary, housekeeper, etc. Healthy and adaptable. Would Members suggest place and work-possibilities ? Letters from Members now in England would be appreciated.—*E. B. 677, c/o Over-Seas Club.*

TRAVELLING COMPANION.—Well-educated girl wishes to go overseas as travelling companion or similar post. Good knowledge of French and fluent German. Musical. Good housekeeper and needlewoman.—*E. B. 678, c/o Over-Seas Club.*

BRITISH OFFICER requires appointment in England shortly returning from overseas service. Experienced in accounts and management. Good organiser and supervisor. Agent or management of small estate, or a secretaryship in South Africa, Far East or England. Age 41. Highest references.—*E. B. 684, c/o Over-Seas Club.*

SECRETARY, COMPANION, ETC. Colonial taking discharge in U.K. requires opportunity of seeing more of the old country. Well educated, Age 37. Single. Any sporting offers ? *E. B. 685, c/o Over-Seas Club.*

EX-WARRANT OFFICER (R.E.) is anxious to get some light employment in London (timekeeper or messenger). Would prefer club or Government office. Can any Member offer a position ? Age 32. —*E. B. 686, c/o Over-Seas Club.*

SOUTH AFRICA.—Ex-officer awaiting repatriation desires to act as agent for any firms—offering good prospects—who wish to extend their trade in South Africa.—*E. B. 566, c/o Over-Seas Club.*

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OVERSEAS

Overseas Employment and Information Bureau.

MANAGER OR ASSISTANT ON PLANTATION OR FARM.—Ex-officer is anxious to get in touch with suitable opening. Has had experience of motor engineering, also knowledge of farming. Used to machinery and internal combustion engines. Understands horses, and is capable of handling labour. Age 36.—*E. B. 687, c/o Over-Seas Club.*

CONTRACTS UNDERTAKEN by experienced engineer in designs for engineering, together with working drawings.—*E. B. 413, c/o Over-Seas Club.*

POWER PLANT SUPERINTENDENT—or chief assistant, technical or commercial representative for engineering firm. Marine superintendent for steamship co. Vast experience. Well-educated, knowledge of French, Spanish and Hindustani languages. Age 39. Willing to go to any country except U.S.A.—*E. B. 594, c/o Over-Seas Club.*

EX-SERVICE MAN would like to represent English business house. Would prefer South America. Was recommended for a branch managership by London Rubber Co. before the War. Failing to obtain a position as representative, would act as assistant rubber planter. Age 24. Single. —*E. B. 571, c/o Over-Seas Club.*

RECEPTIONIST.—Young lady desires position as receptionist in first-class hotel or club. Seaside preferred.—*E. B. 688, c/o Over-Seas Club.*

SOUTH AFRICA OR RHODESIA.—Ex-sergeant, R.A.F., age 25½, married, desires commercial position of any description. Good knowledge of shorthand, typewriting and general office administration. Would prefer agency work. Adaptable, and has good common sense. Leaving England early in May.—*E. B. 689, c/o Over-Seas Club.*

SCOTSMAN wishes to obtain appointment abroad. Age 39. Married. Family three. Possesses brain and energy and is not afraid of work. Good education. Twenty years' business experience. Knowledge of motor vehicles, electricity, electrical goods, light castings as used by builders and plumbers, etc. Handy with tools and machinery, accustomed to control of employees. Has been three and a half years in France in M.T., A.S.C., driving motor transport lorry. New Zealand, Australia, or California preferred, or would take post in England with British firm contemplating establishing factory or branch abroad with view to proceeding abroad later in firm's interest.—*E. B. 618, c/o Over-Seas Club.*

BUYING AGENT.—A Member has lately opened offices in London, and is desirous of acting as buying agent for Colonial firms or individuals wishing to purchase British manufactured goods. Would also be glad to see Colonials passing through London on their return home with a view to arranging co-operation.—*E. B. 722, c/o Over-Seas Club.*

MOTOR MECHANIC desires a position in a printer's or bookbinder's to look after driving machinery and do general repairs. Has working knowledge of lathe, vice, general machine tools, forge, and erecting. Can speak French and German. Willing to go overseas, but would prefer England. Age 43. Married. One child.—*E. B. 531, c/o Over-Seas Club.*

OFFICER desires position entailing the management of farm or estate, or assistant to landowner. Would be willing to accept appointment with an agricultural firm, having a thorough knowledge and extensive experience of purchasing agricultural produce. Expert judge of grain and produce of all kinds. Has travelled U.S.A. and Canada. Married. Age 37. One boy.—*E. B. 710, c/o Over-Seas Club.*

DISTRICT ENGINEER.—Position required as district engineer to take charge of railway construction. Has a thorough knowledge of maintenance, drainage, docks, etc. Has had previous experience in railway work, construction of new sewage works, and ferro-concrete wharf. *E. B. 713, c/o Over-Seas Club.*

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Colonise the Picture-Theatre

A Gap in our Imperial System—and how our Readers can Help to Bridge it

Colonise the Picture-Theatre.

THE pioneers of Britain, who have borne the banner of our commerce to the waste places of the earth, must often have longed for a universal language. By signs and sounds and gestures they endeavoured to establish communication with the new races they encountered, but in the end they were compelled either to learn, often with difficulty, the language of the countries in which they settled, or, not less frequently, they would endeavour to teach their new neighbours the speech of the homeland they had left behind.

Thus it was that British ideas, British interests, and British trade made their way to every quarter of the globe, and by sheer dogged persistence not only inculcated the ideals of freedom and justice (which must be regarded as our country's contribution to the civilisation of the world), but went far toward making English one of the most widely-spoken languages that the tongue of man has invented.

To-day, however, the universal language has arrived. It appeals not to the ear but to the eye. Its message goes direct to the mind of the recipient. The moving-picture is the most potent instrument for the spread of ideas that science has placed in the hands of man. It speaks in the tongue of every race. Its voice penetrates to the very ends of the earth. And generally it speaks with an American accent.

That is the fact to be seized by all who care for the extension of British ideas and ideals. In this new speech of the world the voice of Britain is all but dumb. The picture-screens of every land are flooded with presentments of foreign life, foreign scenery, and foreign ideas. Even in the picture-theatres of our Overseas Dominions the British note is seldom struck—the British standpoint is practically unrepresented. With all their genius for colonisation the British have left one world unconquered. They have failed to colonise the picture-theatre.

Consider for one moment what must be the effect of this constant and persistent presentation of picturesque and varied life as it may be supposed to exist—outside the British Empire. Think how insistently the appeal must go out to ambitious or dissatisfied youth with the perpetual message: "Here at least things happen." Think of the effect that must inevitably be made, even on British minds, by the continuous glorification of one national idea—and that not our own. And think of the splendid opportunity for keeping the love of Britain alive in British hearts the whole world over by the presentation of clean, wholesome British stories, acted

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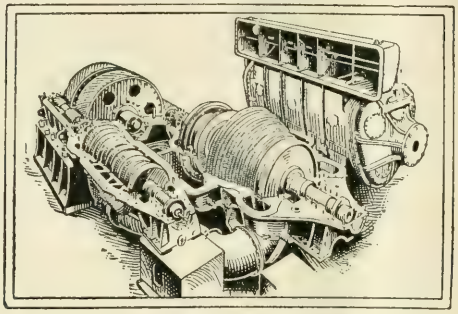

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by British artistes, in the dear, familiar scenery of the Mother Country.

Colonise the Picture-Theatre.

That there is a warm welcome awaiting the British film in other countries there can be little doubt. Here, for instance, is a letter from a reader of "Overseas" living in Buenos Aires :—

"One way," he suggests, "to advertise emigration to our colonies, especially from South America, is through cinema films. Here there are nothing but Yankee films, and one gets tired of them. Supposed British plays, they are produced by U.S.A. actors—British Tommies saluting with their hands to their belts and chewing gum !

"Public opinion," he continues, "is of so much value nowadays that our public men will have to take lessons in being cinema'ed. The French smile gaily and salute the camera. If the German gets a chance he will blow himself out and stand at the salute for five minutes. . . . These things seem silly and of no importance, but they do count, and I am sure you will agree that the cinema is a great force and should be used freely, especially abroad."

It is not well that British film productions should be cold-shouldered in the markets of the world. It is not well that the manœuvres of foreign trusts should exclude from the picture-theatres of the Empire the films that could bring the life, and clean, wholesome ideas of the homeland before the eyes of the younger countries, and thus form an indissoluble link of remembrance and affection.

Readers of "Overseas" can help toward that end. They can demand that in future British pictures shall form a staple part of the programme in the theatres of their districts. And, if necessary, they can boycott ruthlessly the theatres that fail to make some effort towards complying with this demand.

If Britishers abroad will organise a definite demand for British pictures, the battle will be won. The pictures exist, and every man from the Oversea Dominions who has visited the home country will have discovered that they need fear no comparison with the finest products of any other country. Only the apathy of the public can prevent their overwhelming triumph.

But on one point let there be no mistake. If Empire men and women do not rise to this occasion, there are those who are well prepared to do so. Germany, it is said, has already formulated a vast scheme of picture propaganda. Other countries are equally alert.

Readers of "Overseas" must keep a watchful eye for such insidious schemes, and be prepared to expose them when they appear. But the breath of honest British sentiment that blows like a breeze through every home production is the surest counterblast to any foreign intrigues.

Men and women of the British race, the matter rests with you.

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Members' Exchange.

PTE. J. ABDILLA, S/387709, R.A.S.C., 26th L. of C., Marsh Pier, Salonica.—"I would like to correspond with Members in all parts of the world, especially those interested in stamp collecting."

Arthur Bel Ayche, 28, Bis. Avenue des Consulate, Algiers, Africa.—"I should be grateful if any Member can supply me with information concerning either of the following places—Cilicia (Armenia) and Syria—as I am going out to that part of the world to live."

Lieut. F. V. Hartnupp, Wynnstay, Hoole, Chester.—"I shall be glad to tell any Member desiring general information about the Southern Shan States, Annam, or Upper and West Burma, all I know of these parts."

Cecil F. Brown, P.O. Box 121, Regina, Sask., Canada.—"I wish to write to any Member who may live in or near Vermillion, Alberta, regarding homesteads in that part of Canada, as I am thinking of filing on one in the spring."

G. T. Crouch, H.M.S./M. "K.14," c/o A.M.O., Rosyth, Scotland.—"The January magazine has gone adrift, and I am afraid for good. If there is any Member who would care to lend me this issue, I should be very pleased. I would take great care of it and return it safely."

Edward Azzopardi, 117, Marina Pinto, Valletta, Malta.—"Will all my friends note that my address is changed and write to the address above in future?"

Lieut. R.F.A., c/o The Over-Seas Club.—"I would like to get in touch with one or two lady Members of the Club in various parts of the world."

H. G. Cocke, c/o Messrs. A. Ferguson & Co., Graham's Buildings, Bombay, India.—"Foreign Stamps. I am a small collector (say 5,000 stamps), and have a number of duplicate books which I shall be glad to send to Members if they will reciprocate. Also I will send thirty or forty different Indian and other Asiatic Colonial stamps to any one who will send me a batch from their part of the world."

G. B. Glover, 247, West 135th Street, New York City, U.S.A.—"If any Member would like to exchange papers, post-cards, etc., I would be pleased to find any quantity of equal value."

Arthur Yeats, H.C.S., Over-Seas Club, Stamva, S. Rhodesia, South Africa, will be glad to receive letters and answer any queries from other H.C.S.'s and Members elsewhere.

S. G. Bensilam, 33, r. Cheik Aly-el-Lessi, Saleh-el-Dine, Alexandria, Egypt.—"I wish to exchange stamps with Members in all parts of the world."

Mrs. Webb, The Over-Seas Club, Sfax, Tunisia, Northern Africa.—"Can any one give information concerning Mr. Charles Harrald, who volunteered with first Australians, contracted malaria in New Guinea, and after six months in hospital was discharged as unfit for further service. He returned to the firm of publishers for which he was travelling manager, which had branches in Sydney and Perth (name of firm unknown to relatives), and in May, 1917, spoke of possibly going to open a branch in Queensland. Since then no news has been received."

Advertiser's Announcement.

To ABSTAINERS

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EVERY Abstainer knows the personal benefits of Abstinence, but every one may not be aware of the special privileges granted by the "Sceptre" Abstainers' Section of the "British Dominions" in respect of Life Assurance—a form of investment providing for many substantial advantages even to non-Abstainers, and still more to those who abstain from taking intoxicating liquors.

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OVERSEAS

Members' Exchange.

Lieut. A. V. Gray, R.B., c/o Cox & Co., Alexandria, Egypt, would be pleased to exchange E.E.F. or Egyptian postage stamps with Members overseas, or correspond.

R. Savage, c/o Wells-Dickey Company, 613, McCallum Hill Building, Regina, Sask., Canada, would like to correspond with Members in New Zealand, Australia, and South America, with a view to exchanging "customs of the country," trade opportunities, and any points of interest. Papers or cards will be gladly received and cheerfully exchanged.

J. C. Turner, 29, St. Barbara's Bastion, Valletta, Malta.—"I wish to receive Nos. 1 to 35 of 'Overseas.'"

The Rev. F. Hedger (of Nigeria), 85, Approach Road, London, E. 2, desires to exchange British Colonial stamps with fellow Members of the Club. Africans particularly required. Basis Gibbons.

A. A. Ashworth Keef, 36, Denmark Road, Churchtown, Southport, England.—"I wish to receive Nos. 1, 3, 5 and 6 of 'Overseas.'"

C. C. Smithers, Esq., member of the Cape Town Athletic Society, P.O. Box 157, Cape Town, would like to exchange African stamps for any British Colonies. Is specialising in war stamps.

C. Danell, Box 33, Salmon Arm, B.C., will be pleased to give information about fruit-growing out here to Members or intending settlers.

The Editor would be very grateful for Nos. 3, 4, 5, 14, 26, 29, 36 and 37, of "Overseas," and would be glad to send others in exchange.

Miss E. M. England, Bosnah, Queensland, Australia, would very much like to correspond with Members in the remoter parts of the world, and correspondence from the Americas, Pacific Islands, and the East would be especially welcome.

The Rev. Donald Macmillan, Engcobo, Cape Province, South Africa.—"I would like to exchange used postage stamps with Members in all parts of the world. I especially want correspondents in Liberia, Morocco, Somaliland, and the South Sea Islands."

A MINISTRY OF HEALTH.—An excellent little pamphlet has been issued by the Dr. Barnardo's Homes on the importance of healthy children to the Empire. Free copies of it will be sent to any reader of "Overseas," on application to the Hon. Director, William Baker, Esq., M.A., LL.B., 18—26, Stepney Causeway, E. 1.

FARMING IN SUNNY ONTARIO.

Nowhere in the Empire will the new-comer with farming experience find a field of richer promise. Prosperous, fertile farms are everywhere the rule, and here the farmer has all the social, educational, and marketing advantages of a well-settled, highly organized, and intensely British community. For particulars apply to :—

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Universal Shopfitters,

STAFFORD STREET,

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Mental Blur

By M. S.

Mental Blur.

TWO men, scouring London in quest of business premises, stood before an empty building, the ground floor of which was a shop.

"This looks a likely place," said the younger, surveying the front.

"Yes," replied the other casually, "evidently originally built for a firm selling sporting goods."

"How do you know that ?" asked the first speaker in surprise. "I see nothing to indicate the fact."

The elder man pointed to the finials of two stone pediments over the shop front. "Do you notice those balls. One is designed like a cricket ball, the other like a golf ball."

"So they are ! Fancy noticing a little thing like that !"

* * * * *

The foregoing is just an instance of seeing and *seeing*. The first man was going through life seeing everything around him in a mental blur. The second man observed instead of merely seeing. His eyesight was perfectly linked up with his mental sight. His eyes took in all that he looked at with photographic detail and accuracy. The impression on his mental retina was cameo cut.

This ability to see with the brain as well as with the eye is one of the two fundamental principles of mind training.

The other factor vital to mind training is hearing. Many people hear things that are said without retaining any record of what is said. They plead bad memory. Yet the fault is entirely due to the bad habit of not listening *intently*. The sounds merely vibrate on the tympanum without summoning the brain to co-operate in the business of listening.

Here again the fault is a mental blur.

* * * * *

A man whose business commanded the continual production of new ideas and new thoughts suddenly found himself barren of ideas. For three days he strove to evolve an idea without success. He became anxious and worried because he was in urgent need of several ideas. On the morning of the fourth day, when he reached the railway station, he found cause to quarrel with one of the porters there. And all his pent-up feelings of three days were let loose on the unfortunate servant. When he was on board the train speeding citywards he suddenly discovered that ideas were rushing through his brain as quickly as he could put them down on paper. The verbal conflict with the porter had provided a mental stimulant and shaken his brain into tingling activity.

Being a logical-minded man he sought for the cause of his

temporary poverty of ideas, and discovered that for months he had been getting ideas so easily that he had gradually ceased to exercise his brain. It had become blurred and moribund in consequence. Mental Blur.

* * * * *

The brain is so complex an organ that lives have been spent in efforts to analyse it and fathom its workings. Professors have investigated the subject of brain development in order to arrive at a system. Pelmanism is this system of brain training which does for the brain what physical culture does for the muscles of the body.

The blurred brain is in the same condition as the flabby muscle—it is incapable of performing the duties it is called upon to carry out. Just as the flabby muscle can, by scientific training, become powerfully effective, strong and enduring, so can the blurred brain become alert, keen, vigorous and lightning-like in its response to every call.

If you are willing to recognise the force of this premise then you will realise why it is that Pelmanism achieves such marvellous results for those who study and follow its principles.

* * * * *

Pelmanism performs several distinct functions. It develops the power of perception. It creates a retentive memory. It gives the "vital touch" to thinking. It enriches the imagination. It harmonises into unfailing co-operation all the mental faculties of seeing, hearing, thinking, reasoning and remembering. It enables the student to think along the lines that lead to successful achievement. It does these things because the student learns to use his eyes and his ears as auxiliaries to his brain.

NEARLY 500,000 MEN AND WOMEN.—The Pelman Course has already been followed by nearly 500,000 men and women. *It is directed through the post, and is simple to follow.* It takes up very little time. It involves no hard study. It can be practised anywhere, in the home, in the office, in the train, in spare minutes during the day. And yet in quite a short time it has the effect of developing the mind, just as physical exercise develops the muscles, of increasing your personal efficiency, and thus doubling your all-round capacity and income-earning power.

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"Mind and Memory," which contains a complete descriptive Synopsis of the 12 lessons, together with a full reprint of "Truth's" famous Report on the work of the Pelman Institute, and particulars showing how you can secure the complete Course at a reduced fee, may be obtained gratis and post free by any reader of "Overseas" who applies to the Pelman Institute, 36, Pelman House, Bloomsbury Street, London, W.C. 1.

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FOUNDED JANUARY, 1895.

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The Navy League appeals for practical support to enable it to pursue the active propagandist and educational work upon which it is now engaged in relation to the war, and to generally promote the objects for which it exists, namely, to bring home to the people of the Empire the vital importance of retaining the supreme command of the sea, coupled with supremacy in the air.
Every patriot in the Empire should prove his or her confidence in our Sea Power by becoming a member of the League.

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Life Vice-President	25	0	0	
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"The Fleet of England is Her All in All."

THE CHURCH ARMY.

WOMEN'S WORK FOR DEMOBILISATION AND PEACE.

The Church Army's work amongst Women and Children calls aloud for increased support and sympathy. Thousands of Women, Children and Widows' Families

HOUSED, CLOTHED, DOCTORED AND CARED FOR.

Training Homes, Lodging Homes, Hostels and Clubs for Women and Girls.

NIGHT RESCUE WORK.

Medical Mission and Fresh Air Homes, and Homes for Motherless Children of Service Men. Baby Welfare and Crèche Work.

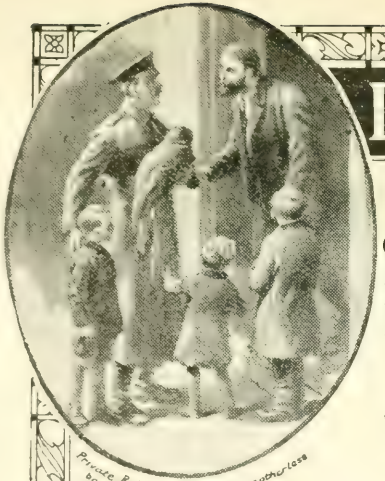
EMPLOYMENT AND EMIGRATION

for Ex-Service and other Women. CLOTHING and Funds are absolutely necessary.

THE NEED IS URGENT.

NO GIFT TOO SMALL. NO GIFT TOO GREAT.

Please send quickly in kind or money to—Hon. Sec., Women's Work, Church Army, 55, Bryanston St., London, W. 1, cheques being crossed "Barclay, a/c Church Army," payable to Prebendary Carlile, D.D., Hon. Chief Secretary.



Private Robinson bringing his motherless bairns to Dr Barnardo's Homes

Dr. Barnardo's Homes

7,000

CHILDREN NEED FOOD.

Please help them in these times of high food prices.

THE HOMES ARE CARING FOR TOMMY'S BAIRNS

7,058 Children admitted since War broke out.

WILL YOU SEND THEM

10/-?

7,563 Barnardo Boys have fought for you.

Will you support one of their brothers or sisters for ten days?

Cheques & Orders payable "Dr. BARNARDO'S HOMES FOOD BILL FUND" and crossed; and parcels of Blankets, Clothing, and Toys may be addressed to the Honorary Director:

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Dr. BARNARDO'S HOMES,
18 to 26, STEPNEY CAUSEWAY, LONDON, E.1.

Please mention "Over-Seas Club Monthly," May, 1919, when remitting.

Farm Colony for Soldiers & Sailors Suffering from Tuberculosis.

(National Association for the Prevention of Consumption.)

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EVERY CITIZEN - SOLDIER

who in fighting for his country has lost his health, and thereby the means of self-support, becomes of necessity the care of the Nation.

The case of the Blind and Limbless is well in hand.

LET US THINK OF THE TUBERCULOUS.

THE FARM COLONY for Sailors and Soldiers aims at completing the cure of suitable patients from Hospitals and Sanatoria, helping them to work out their salvation under proper conditions, training those who require it in **some open-air, healthy occupation suited to their condition, especially fitting them for a life on the land,** that they may become once more self-supporting citizens.

IT IS ESTIMATED that **£50,000** will be needed for the Farm Colony. Donations will be gratefully received if sent to the Honorary Treasurer, **The Lord Glenconner, 20, Hanover Square, Oxford Circus, London, W. 1.**

PRACTICAL HELP now means a new lease of life to a suffering ex-Service man.

Children's Home Stories

II.—What the Preacher Said.

Not long ago, a well-known Minister appealed to an audience of men for money to feed and clothe two little ragged, starving girls who stood by his side.

The meeting gave him £12. The children were fed and clothed, but soon the money melted away. What was he to do? He told their sad and pitiful story to the Children's Home.

"Send them to us," came the immediate reply.

Twelve months later, the Minister stood before the same audience. He had just visited the girls in their new home at Frodsham. He said:—

"If you have any memory of what they looked like when they stood before you, and I were to bring them here to-day —*you wouldn't know them!* Well and warmly clothed, abundantly and wholesomely fed, rosy faced, plump and bonny, and laughing all over their faces, they are as merry as the day is long!

"That is what the Home has done for us. And now what are you going to do about it?"

This time they gave him £20, "to help save other children as our own have been saved."

In saving upwards of 13,000 little ones, the Children's Home has benefited not only them, but also *you*—in your pocket, your time, your feelings.

Menaced childhood has claims on all of us; the Home merely acts as our deputy.

Several sad cases now await admission. "What are you going to do about it?"

Please mention "Overseas," and send your gift to—

The Principal *(Rev. W. Hodson Smith)*

National Children's Home

(Founded by Dr. Stephenson)

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Treasurers—J. R. Barlow, Esq., J.P., Sir Charles C. Wakefield, Bart.

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Thoroughly and Permanently Cured by Dr. Cassell's Tablets

Mrs. Treacher, 5, Norfolk Road, Dalston, London, N.E., says:—"Some time ago I began to feel very run-down and nervous. I could not eat, and my sleep was disturbed and unrefreshing. Pain after food became so violent and my appetite so bad that I ate little or nothing. Next I began to go sick after food, and for ten days could not keep anything on my stomach. My nerves were all of a shake, and the pain in my chest and back was really terrible.

"I had medical advice, and was advised to leave off and rest. Special foods and other things were prescribed, but no good resulted. However, at last I tried Dr. Cassell's Tablets, and they worked wonders. All my pain went, and soon I was as strong and as well as ever."

Dr. Cassell's Tablets

Dr. Cassell's Tablets are the recognised Home Treatment for—

Nervous Breakdown
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FLAWS IN CHARACTER

and slackening of moral fibre, both in men and women.

The highest interests of the State call, therefore, for earnest endeavour by

THE SALVATION ARMY

and kindred agencies, so that—

Child-life may be Safeguarded.
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The Workless and the Unfortunate Assisted in their Need; and
The Masses Instructed in Faith and Morals.

THE SALVATION ARMY places at the disposal of the Nation not only its numerous preventive and redemptive agencies—workshops, elevators, hostels, nursing homes, creches, rescue centres and other kindred organisations—but will carry on its moral and spiritual activities (more than 1,000 centres in the United Kingdom alone), and confidently looks to the benevolent for generous support.

Please help to keep this Good Work going. Gifts should be sent to General BOOTH, 101, Queen Victoria Street, London, E.C. 4. Cheques to be crossed "Bank of England, Law Courts' Branch."

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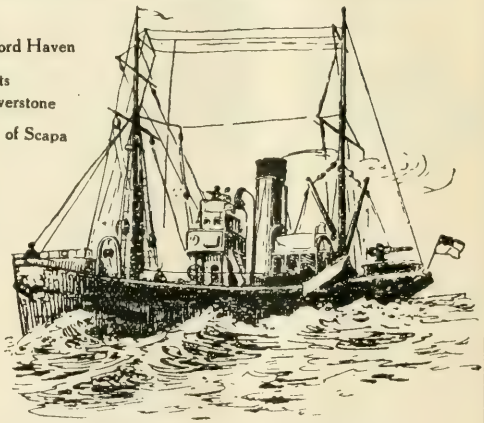

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THROUGHOUT THE COUNTRY.

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Make Cheques or Money Orders payable to the Chairman,

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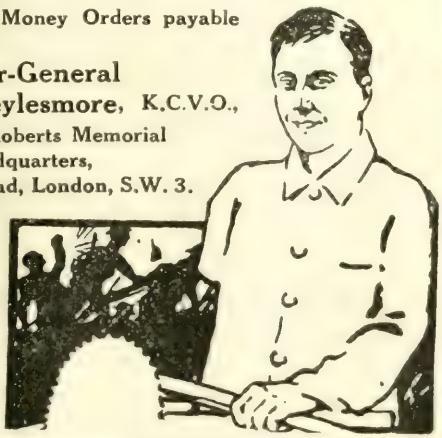
The Lord Cheylesmore, K.C.V.O.,
The Lord Roberts Memorial Headquarters,
122, Brompton Road, London, S.W. 3.



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The Y.M.C.A. Ladies' Auxiliary Committee, of which Her Highness Princess Helena Victoria is President, and the Countess of Bessborough and Mrs. Ian Malcolm Joint Hon. Secretaries, are doing a most valuable work amongst the soldiers at the Base Camps in France. Since the commencement of the War, they have sent out over 900 ladies, who have given their services voluntarily, to assist in the Huts by serving refreshments, etc., organising games among the men, helping with their letters, giving them sympathy and encouragement, and in many other ways ministering to the comforts of the soldiers. The work the Y.M.C.A. ladies are doing also in the Hostels for the relatives of the wounded is of the greatest value, and calls for sympathy and support.

A Special Appeal is made for all kinds of Indoor Games, such as Draughts, Dominoes, Puzzles, etc., also Gramophones and Records, for our Troops in Italy.

VOLUNTARY LADY WORKERS ARE URGENTLY NEEDED.

Donations and gifts in kind, such as games (indoor and outdoor), gramophones, records, and musical instruments, should be addressed to Her Highness Princess Helena Victoria, Y.M.C.A., 74, South Audley Street, London, W. 1, and marked "Base Camps Fund."

All contributions will be gratefully received by the Aux. Committee.

WILL YOU SEND A THANK-OFFERING FOR PEACE?

The "Arethusa" Training Ship

2,600 Old Boys have joined the Royal Navy and **6,500** the Merchant Service. Eight of them were in the Zeebrugge affair. They are also in **120** British Regiments.

NEEDS HELP.

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Published by the Over-Seas Club, London. Printers: The Whitefriars Press, Ltd., Tonbridge.

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